





## EUROPEAN NEWS

## Brandt fears for Ostpolitik if Kohl returned

BY JAMES BUCHAN IN BONN

HERR WILLY BRANDT, chairman of the West German Social Democratic Party, said yesterday that he believed the ruling conservative-liberal coalition would break with past policy on East-West relations were it returned to power at next Sunday's election.

In a conversation with correspondents, he also sounded considerably less optimistic about the election result, than Herr Hans-Jochen Vogel, the Social

Democrat (SPD) chancellor candidate. His remarks coincided with a surprising opinion poll which gives the Christian Democrats (CDU) and Christian Social Union (CSU) an absolute majority of a four-party Bundestag, and only 37 per cent to the SPD.

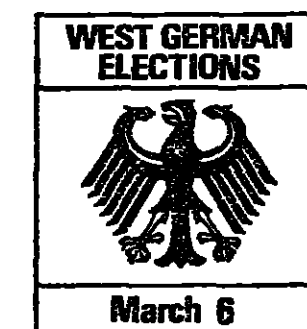
Herr Brandt, whose period as chancellor in the early 1970s saw the development of Bonn's so-called Ostpolitik, said he "no longer believes in continuity".

from Chancellor Helmut Kohl's coalition. Recent statements by Herr Franz Josef Strauss and Herr Friedrich Zimmermann of the CSU "contributed to burdening and isolating the federal republic".

He criticised Herr Strauss for calling in his words, for the "psychological preparation" of the West Germans for the stationing in the country of new U.S. nuclear missiles. The missiles, which are to be installed should current U.S.-Soviet talks

fail, would increase the risk of "decoupling" Europe from the U.S. and the danger of war limited to the Continent, he said.

He gave the small Free Democrat Party, which is a member of the government coalition and fighting for the 5 per cent necessary for parliamentary representation, "A better chance than four weeks ago. If the FDP does get in, it is almost unthinkable that



the present coalition will not continue in office.

## KREMLIN INDICATES DETERMINATION TO FIGHT ON

## Moscow's long haul in Afghanistan

BY ANTHONY-ROBINSON IN MOSCOW

SOVIET press accounts of the heroic death in Afghanistan of a Soviet soldier, of bombs hurled in Kabul markets and ambushes in the Afghan countryside reveal a decision by the Soviet leadership to give greater publicity to the "internationalist duty" being carried out by Soviet forces there.

But the increasingly explicit accounts of the soldier's life carry no hint that the military, economic or political costs of the three-year guerrilla war are such as to justify the withdrawal from Afghanistan of all or some of the 105,000 Soviet troops. Indeed, the concluding sentence of a recent graphic article in the army newspaper, Red Star, stated bluntly: "There is no other path for the Afghan people than the straight and difficult road on which they have embarked, in the full knowledge that their powerful northern neighbour, the Soviet Union, is always ready to render help and support."

If anything, the chances of establishing in Afghanistan a pro-Soviet regime, without Soviet troops to back it, are almost certainly less after three years of bitter fighting. Unofficial Soviet sources claim the absence of an authoritative and representative leader or party to succeed the present Soviet-backed regime of Mr

The Soviet Union and China launched a new round of talks on improving bilateral relations in Moscow yesterday, as Peking reports. The talks where at deputy foreign minister level.

The Soviet media made no mention of their start, in keeping with the low-key approach by both sides, nor has either said whether it expects anything from the discussions, which follow an initial three-week meeting in Peking last October, and are expected to last for about the same time.

Babrak Karmal is one of the main arguments for a prolonged Soviet military presence. Without this, any withdrawal of forces would plunge the country into a chaos even more alarming and damaging to Soviet prestige than its military presence.

Western diplomats believe that the Soviet expressions of will to play a long game are a more accurate reflection of intentions than repeated Soviet protestations of the limited nature, both in personnel and duration, of the Soviet presence and the desire for a political solution.

This does not mean, however, that the Soviet Union intends to play down the role of diplomacy. Reports that the KGB warned Mr Leonid Brezhnev that the Soviet Union cannot win a war, "which we cannot win and cannot abandon", the personal contacts of Mr Yuri Andropov, the new Soviet leader, after Mr Brezh-

nev's funeral last year, with all the leaders involved in the Afghan problem, and active Soviet encouragement of the UN's attempts to find a negotiating solution all indicate the continuing Soviet willingness to talk anywhere and at any time with anybody.

But the solution demanded by the Soviet Union—an end to foreign intervention in support of the insurgents and maintenance of a regime friendly to Moscow, before any withdrawal of Soviet troops can be considered—appears to be as unacceptable to the parties concerned as when first formulated more than two years ago.

Given the abiding instability in Iran, and the further deterioration of Soviet-Iran relations after the arrest of Iranian communist leaders, western and Soviet sources here believe that neither the Soviet military nor political leadership

could seriously propose a withdrawal from Afghanistan.

This assessment is backed by the belief that the worst damage done by the intervention to Soviet international prestige, especially among non-aligned states and in the Islamic world, has already occurred and will diminish.

In the current Sino-Soviet talks, also, an Afghan solution is believed to be the least urgent of the three Chinese demands—well behind the questions of reduction of forces on the Sino-Soviet border and withdrawal of Soviet-backed Vietnamese forces from Kampuchea.

At home, furthermore, the Soviet leadership, with its tight control over public opinion and heavy emphasis on patriotism and military security, has faced no discernible, openly expressed opposition. The initial influx of mainly Islamic non-Russian troops into Afghanistan was quickly reversed, after instances of fraternisation, and now the troops fighting and dying there are mainly Russian.

Provision of fuller information on the hardships and sacrifices, and on prospects of a lengthy struggle, seems more calculated to honour the casualties and their families, and to reduce the efforts of the armed forces, than to pre-empt a change of policy which would bring them home.

## Economist splits with Soares

By Diana Smith in Lisbon

Friction between Portugal's Socialist leader, Sr Mario Soares, and prominent younger Socialists, has led one of the country's best-known economists, Sr Vitor Constancio, to refuse to run for parliament on the Socialist slate in the April elections.

A former Finance Minister and now vice-Governor of the Bank of Portugal, Sr Constancio is one of a group of Socialists who for years fought for a party machine less dependent on the personalised leadership of Sr Soares.

Apparently in retaliation for their challenge to Sr Soares at the past party congress, many of the Soares critics were barred from the Socialists' lists of candidates for April.

As a result, men like Sr Constancio refused to be included. This is considered a serious setback for the solid economic management a Socialist Government will require if it is to tackle Portugal's grave financial crisis.

Sr Soares has a reputation for being impatient with economic matters, and is deemed to need a strong economist like Sr Constancio to offset this.

Sr Soares is riding high on a wave of popularity after the collapse of the centre-right Democratic Alliance (AD). It now seems likely that he will be Premier if his party wins at the April.

Sr Soares already talks of heading a government of "competencies", ignoring party frontiers, and seeking personalities from the Social Democrat and even Christian Democrat camps.

The Social Democrats will run on their own in April, when the AD banner will disappear, and wait for election results to decide where their opportunities lie.

## World Bank loan for hydro schemes

By Our Lisbon Correspondent

THE WORLD BANK is lending \$126.4m to Portugal's national electricity corporation Electricidade de Portugal, to help it complete construction of eight hydroelectric schemes that will supply a third of the country's electricity.

This is part of continuing World Bank assistance concentrating on energy, agriculture and help for the impoverished north-east of Portugal.

Recent rains have not improved hydroelectric reserves in the south, where levels dropped severely after a long drought. Increased electricity imports from France and Spain have hurt an already weakened balance of payments.

Portugal faces a balance of payments this year of \$2.3bn to \$2.5bn, by current reckoning. Liquidity is very tight because doubts about the outcome of the political crisis impeded the ability of institutions to raise loans on the international market, and the caretaker government is wavering about the timing of this year's \$650m Republic of Portugal loan.

Without the go-ahead for this loan, a badly-needed credit of \$150m for the Caixa Geral de Depósitos (National Savings Bank) will appear financing has again raised the question of resort to the Bank International Settlements for gold-pledged credits.

## Double devaluation foreseen in leaked French document

BY DAVID HOUSEGO IN PARIS

TWO DEVALUATIONS of the French franc over the next 18 months, with unemployment rising by 20 per cent to 2.4m by the end of next year, are envisaged in a confidential Ministry of Finance document, extracts of which are published today by the weekly satirical magazine Le Canard Enchaîné.

The document, prepared by M Jean-Claude Milleron, head of the ministry's forecasting division, takes as a "working hypothesis" an 8 per cent devaluation in the first half of next year and a further 8 per cent devaluation in the first half of next.

It says that "the size of the trade deficit is leading to a massive external debt the burden of which could put at risk all possibility of later redressing the balance of payments."

Officials were at pains last

night to point out that many such memoranda circulate within the ministry. Publication of this one, however, could well prove damaging both to the franc and to the Government at this weekend's municipal elections.

According to M Milleron, France borrowed Ffr 88bn (\$8.4bn) last year compared with the much disputed Ffr 60bn quoted in a recent broadcast by M Jacques Delors, the Finance Minister.

Evidently conscious of the damage the document might do, the newspaper quotes comments of unnamed officials it contacted before publishing it. Some throw doubt on the accuracy of the forecasting—the failure to take sufficiently into account the fall in petrol prices—while one warns of the "grave consequences" for the franc.

## France blocks Community agreement on imports

BY GILES MERRITT IN BRUSSELS

A SPIRITED rearguard action by France in Brussels last night was blocking new EEC rules that would allow imported goods to be sold more freely throughout the Community.

France's chief concern is understood to be that any agreement could cut across its long-standing "gentlemen's agreement" under which Japanese motor manufacturers are restricted to only 3 per cent of the French car market.

The unresolved dispute inside the EEC Council of Ministers over common certification for imports from non-Community countries also has serious implications for the EC's drive to liberalise its internal market and stimulate domestic demand for EC products.

Trade Ministers yesterday were unable to push through only a part of the liberalisation programme that has been approved in principle by the 10 heads of government, and which is scheduled for completion before the EEC summit here at the end of this month.

They achieved one important step, however, with an agree-

ment that all EEC governments will notify their technical standards. This is intended to prevent member states from using such standards as no-tariff barriers that discourage intra-EEC trade.

Two other achievements nevertheless fall short of the European Commission's mid-year target for removing serious obstacles to the common market.

The first concerns measures to ensure the duty free transportation of EEC citizens' personal goods from one member state to another. The second centres upon an arcane and little-known restriction on the amount of petrol that commercial vehicles and coaches may carry in their tanks when crossing an EEC frontier.

Besides shelving the issue of non-EEC imports certification, the ministers have also failed to adopt the "single administrative" document supported by the Commission, that is aimed at standardising the various frontier formalities which still restrict intra-EEC trade.

## EEC seal pelt import ban given qualified welcome

BY LARRY KLINGER IN BRUSSELS

THE EUROPEAN Community's decision to impose a ban on seal-skin imports, pending further talks with Canada and Norway, was greeted cautiously yesterday by its supporters, and with a sigh of relief by its opponents that the door to continued negotiation had not been closed.

In response to growing pressure from European environmentalist groups against the annual slaughter of baby seals, and to determined efforts by the Bonn Government to win support for a ban before the general election on Sunday in West Germany, the EEC's Council of Environmental Ministers decided at midnight on Monday to impose a full ban from October 1, but only under certain conditions.

These include a further round of talks between the European Commission, Norway and the Canadian federal and maritime provincial governments between now and September, plus the provision of another Council vote before the October deadline. The decision to ban was taken only on conservative issues and not, as environmentalists would have liked, on humane grounds too.

Britain and France had refused to approve a ban on seal products, arguing that such a derivate inclusion might unjustifiably extend Community law into areas which were the sole province of member states.

Fay Gjester adds from Oslo: Norway strongly deplores the EEC decision, the Fisheries Ministry said here, adding that the government would follow up its earlier contacts with the EEC on the subject.

Norwegian hunters will not, in any case, be catching baby seals this year. An advisory committee has recommended that the government should ban the killing of baby seals during the coming season. This will mean a substantial reduction in Norwegian sealing.

The committee has proposed that the number of boats taking part in sealing this year be cut from 10 to seven.

Three will operate north of the USSR, two north of Greenland and two off Newfoundland.

The recommendation is understood to be based mainly on commercial considerations—dealers hold sizeable unsold stocks of baby seal pelts.

AP adds from St John's, Newfoundland: Mr Brian Peckford, the provincial Premier, said the Canadian federal government should cancel its fisheries agreements with EEC member countries in retaliation to the ban on Canadian seal imports. He sent a letter to Mr Pierre Trudeau, the federal Prime Minister, to urge direct reprisals against EEC countries which fish within Canada's 200-nautical-mile economic zone.

The seal pup trade is worth between C\$6m-10m (£3.2m-£5.4m) a year to Newfoundland.

## Farm subsidies soar

BRUSSELS - The European Community

is likely to overspend on its farm subsidies by hundreds of millions of dollars in the first three months of this year, EEC officials said yesterday.

The subsidies have soared because of a huge increase in surplus

food stocks and a slump in world commodity prices.

The overspending prompted the budget commissioner Mr Christopher Tugendhat, to warn last week that the Community could run out of cash to finance its agricultural policies by 1985.

Reuter

## Berlinguer bids to keep his ranks in order

By James Burston in Rome

THE ITALIAN Communist Party, the largest in Western Europe, today begins its 16th congress in Milan amid signs that the rank-and-file is becoming increasingly restive at the traditionally disciplined, centralised and secretive way the party is run.

Sig Enrico Berlinguer, the 61-year-old leader, is expected to use today's opening address in an attempt to regain some of the impetus the Communist Party (PCI) has lost in recent years, and to clarify its new strategy.

The gradual decline in continuing in support for, and membership of, the party, which reached a peak in 1976, Membership fell by 40,000 last year to 1,67m. If the trend of recent local elections were borne out in the general election, which must be held by next spring, the party would win less than the 30 per cent of the vote it won in 1976.

The PCI gave parliamentary support to the Christian Democrats after 1976, in what it hoped was a prelude to the "historic compromise"—the entry of the party into government with the Christian Democrats.

But the arrangement collapsed in 1979 and, since then, Sig Berlinguer has gradually swung the party round to the idea of the "democratic alternative"—that of the PCI as an alternative government to the perpetual Christian Democrat-led coalitions.

For that to happen, however, the party would require at least 51 per cent of the vote.

That is a hopeless prospect at present, and not even the party's partial break with the Soviet Communist party in January 1982 over the imposition of martial law in Poland has restored to the PCI the glamour and intellectual appeal it had formerly.

Some of the appeal is now held by the moderate Socialist party, currently in government with the Christian Democrats. Sig Bettino Craxi, the Socialist leader, is to address the PCI congress this week, but is not likely to make a sudden switch in his party's alignment.

The Communists tried at the beginning of this year to demonstrate that their involvement in government is indispensable to social and economic stability in Italy by attempting to prevent any concessions by the unions on modifying the so-called mobile wage indexation system. But the Communist-orientated CGIL union did make concessions, taking the wind out of the PCI's sails.

The breach with the Soviet Union, which has been opposed by a small minority of the party led by Sig Armando Cossutta, is not expected to be a seriously divisive issue at the congress. Sig Cossutta is reckoned to have only 10 to 15 per cent of the delegates' votes, though the exact figures are concealed.

With the "democratic alternative" claiming broad support, the key issue may be that of "democratic centralism"—the euphemism for the near-authoritarian way the party is run.

In the pre-congress elections of delegates, official candidates have sometimes done badly or even been rejected altogether in favour of others. There have also been calls for more openness about decision-making and greater democracy and discussion in the party.

Those who advocate this, who are generally far from prominent in the hierarchy, claim that the party will eventually wither away if it does not loosen its structure and drop its somewhat grey image, which is reinforced by the increasing age of its leadership.

But Sig Berlinguer, while believing in gentle progress towards more discussion and internal democracy, fears that a reduction in party discipline will cost the PCI its great asset in comparison with other Italian parties and institutions—its undoubted efficiency and unity.

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## Sinking Opec prices put strain on Comecon

BY DAVID BUCHAN, EAST EUROPE CORRESPONDENT

THE Opec oil price may be collapsing, but there is still one group of oil-importing countries which is still rising prices for most of its oil: Eastern Europe.

The Soviet Union sells oil to its East European allies, except Romania, at prices based on a moving average of world prices over the previous five years. This "lagging" formula has given the East Europeans price stability, and protected them from the drawbacks of sharp Opec price rises.

When Opec prices doubled in 1980, for instance, the Comecon price that year rose only 4 per cent. But, equally, the formula also protects them from the benefits of sharp falls in the Opec price. According to one estimate, the intra-Comecon price for Soviet oil will rise 16 per cent this year.

So, the East Europeans are now in the awkward position of having to pay higher prices, albeit in roubles, for most of their oil, while the rest of the world is paying less for all of its oil. This threatens to strain their export competitiveness and relations with the Soviet Union. Moscow is already being pressed to give its allies some price relief, perhaps by changing the five-year formula.

Moscow has always charged maverick Romania the world price for oil, and its additional shipments to other East European countries, above yearly planned amounts, have been at world prices.

As the accompanying table shows, East European countries are benefiting from the Opec decline to the extent of the oil they buy, from Moscow and

| COMECON OIL TRADE             |                                   |   |       |
|-------------------------------|-----------------------------------|---|-------|
| Net oil trade (thousands b/d) | Share of oil traded at prices (%) | Impact on annual energy bill of \$1 per barrel drop in oil prices (\$m) |       |
| Soviet Union                  | +2,400                            | 50  | -47.5 |
| Poland                        | -300                              | 15  | +14.4 |
| Czechoslovakia                | -450                              | 35  | +37.5 |
| East Germany                  | -340                              | 5   | +4.2  |
| Czechoslovakia                | -160                              | 15  | +14.2 |
| Hungary                       | -180                              | 20  | +16.8 |
| Romania                       | -200                              | 20  | +16.8 |
| Bulgaria                      | -200                              | 20  | +16.8 |

Source: Wharton Econometrics

## Poland's coal exports rise by 40%

POLAND HAS exported 5m tonnes of coal so far this year, a rise of 40 per cent on the same period last year, writes Christopher Robinson in Warsaw. Sales to hard-currency countries reached 2.7m tonnes in the first two months.

However a report by Professor Roman Ney, of the Cracow Mining Academy, has claimed that poor geological studies have led to costly investment errors in the

newly-developed coal field at Lublin in eastern Poland. Similar charges have been levelled at the ROW field in southern Poland and at the huge Bełchatów lignite open-cast mine.

An article last week in the Government newspaper based on studies from the mining academy, says that as much as 20 per cent of the coal is lost in some mines. With annual production at some 180m tonnes, at least 40m tonnes is being wasted.

elsewhere, at world prices. This is even true for Bulgaria and East Germany, where oil products amount for 28 and 25 per cent respectively of exports to the West. They, like the other East European countries, are net oil-importers.

But the East Europeans, again apart from Romania, are predominantly dependent on Soviet oil at the special Comecon rate. As the table shows, this dependence ranges from 65

per cent in East Germany to 55 per cent in the case of Czechoslovakia.

They are likely to raise the issue of oil pricing at the annual Comecon ministerial meeting this summer or at the Comecon summit of East bloc leaders mooted for this year. Their argument for change in pricing simply because a system which has suited them well for years has temporarily turned against them — is not strong.

ment issued regulations lowering the amount of sulphur dioxide which West German power stations and industries may emit. New power plants must have gas-scrubbers and old ones will have to be equipped with them within a certain period or face closure.

Most Western ecologists agree that planting more resistant trees can postpone but not halt

their destruction by acid rain, which is created when sulphur dioxide and nitrogen oxides react with moisture and oxygen to form sulphuric and nitric acids in rain and snow.

East Germany produces all but 12 per cent of its electricity from highly-polluting brown coal but apparently wants to avoid installing expensive gas-scrubbers.

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## OVERSEAS NEWS

The Beirut Government knows what reconstruction is needed, but can only tackle it piecemeal

## Israelis 'intransigent'

MR DAUD SAYEGH, attached to the Lebanese delegation, charged that Israeli negotiators in the U.S. sponsored talks on troop withdrawal from the country, were being "intransigent" again in demands for security conditions in south Lebanon and that they were seeking to review their positions. There had been indications of a softening of the Israeli demands on future ties with Lebanon and security arrangements, reports Nora Boustany in Beirut.

The 19th session of tripartite Lebanese-Israeli-American discussions at the coastal resort hotel in Khalde coincided with a fresh drive by U.S. presidential envoy Mr Philip Habib. Mr Habib flew to Israel this week with U.S.-backed Lebanese proposals calling for an Israeli pull out ahead of the signing of any accord on future relations with the Jewish state. According to Lebanese observers of the negotiation process, Lebanon has suggested that an interim period of six to eight months pass after withdrawal and before Lebanon is bound to a framework of ties.

David Lemmon adds from Tel Aviv, Two Israeli generals criticised by the commission of enquiry into the Beirut massacre have given up their posts.

Gen Yehoshua Saguy, the director of military intelligence, stepped down after the commission found him guilty of a breach of duties.

The commander of the Israeli forces in Beirut last September, when the slaughter took place, Gen Amos Yaron has been relieved of field command.

## After Lebanon's lost decade

BY PAUL CHEESBRIGHT, WORLD TRADE EDITOR, RECENTLY IN BEIRUT

THE BOMBS still explode and the factions still fight, but commercial life in Lebanon has resumed and the Government is trying to stitch together the physical fabric of a country torn apart by eight years of war.

The codeword is reconstruction. But reconstruction is not only a question of war damage. It is a question of catching up on a decade's lack of investment in basic facilities.

Beirut's water supplies, for example, were inadequate by the late 1950s. In 1977 the distribution system started to receive direct hits. Two years later it was still possible to keep the system going with ad hoc repairs. But now, more direct hits later, the authorities have to think of a new network. Certainly the authorities have plenty of time to think because they have scant opportunity to act. A Council of Development and Reconstruction (CDR) was set up in 1977 after the first phase of civil war. It has specific ideas on what needs to be done, at a cost of L\$60bn (L10bn) over the next five to nine years, but little freedom to act outside the environs of Beirut.

So it has not been able to establish priorities. Rather it has to act in a piecemeal way wherever it can. It can set in train contract procedures for a sewage outfall near Beirut and seek contractors for road construction and tunnelling works in the city, but it cannot organise the rehabilitation of the secondary road network in the country at large.

But the Central Bank favours concentration on projects which produce profits like telecommunications and the re-launch of the tourist industry — even if the roads are not completed. "There is a big programme of spending — but there is no programme of revenue," said Sheikh Michel el Khoury, the Bank's Governor.

Such caution is not only the result of natural Central Bank conservatism. It reflects the lack of easy assumptions and a lack of certainty about the financing of reconstruction. While Dr Mohammad Atallah, the chairman of CDR, expects the Government itself to pro-

Short of a dramatic revival in Government fortunes, the emphasis in reconstruction financing will be external financial protocols seemed harmless when war made them academic. Now local business fears being squeezed.

vide 25 per cent of the reconstruction funds — over and above its ordinary budget — Sheikh Michel is opposed to monetary expansion for financing reconstruction.

Short, then, of a dramatic revival in Government fortunes, the emphasis in reconstruction financing will be external. But here again there are differences in emphasis which must enliven the meetings of the guiding committee set up to supervise the process. This is made up of Dr Atallah, Sheikh Michel and the Minister of Finance.

At their 1979 summit in Tunis, Arab states promised \$2bn in aid for Lebanon, spread over five years. The payments are running two years behind and only \$417m has emerged so far.

The downturn in oil revenues and the contributions by Arab states to Iraq for its war against Iran have reduced Arab ability to pay. At the same time any peace agreement between Lebanon and Israel that hints at the "normalisation" of relations required by Mr Begin's Government would be likely to leave Lebanon isolated.

Against all this, Lebanon is well placed to raise funds from other external sources. Indeed, Dr Atallah envisaged that the balance of the funds would come from international financial institutions, aid, export credits and so on. The Government has a firm reserves position — roughly \$7bn, if its 9.2m ounces of gold are valued at commercial rates.

All of this suggests that Lebanon may find it easier to raise export credits and borrow from the capital markets than win a bigger slice of generally diminishing Western aid budgets. Dr Atallah is seeking \$100m in guaranteed export credits from the UK. It seems likely that a moderate improvement in the security situation will make Lebanese reconstruction projects even more attractive to hard-pressed Western contractors.

But the contractors may be disappointed. Dr Atallah is said by diplomats in Beirut to be aiming under increasing pressure from local contractors about his political policy.

## Acute need for housing

LEBANON'S most acute need is more housing, ministers in Beirut agreed. Although soft loan schemes to encourage new building and repairs exist, needs cannot be met without greater Government intervention.

The country is 135,000 units short at the moment. The Government wants 60,000 built in the next two years and a total of 400,000 by the turn of the century. Costs could go to L\$4.5bn (£740m). But public sector projects spread into a large number of other areas including:

● **The rebuilding of central Beirut.** No plans have been agreed but private landowners will probably do their own redevelopment within the confines of a master plan.

● **Schools.** Repairs are needed for 750, but 1,300 new schools are required.

● **Hospitals.** Beirut, Sidon and Tripoli need new 500-bed hospitals. These will be let as turnkey projects and the contractors will provide management.

● **Electricity.** Usage is expected to grow at 12 per cent a year and three new power stations could be needed. Costs could be L\$1bn a year.

● **Communications.** A master plan by Canadian consultants should be finished in three months, covering roads, rail and water transport. The Government's priority is to rehabilitate the coastal and the Beirut-Damascus road and provide a Beirut by-pass.

● **Harbours.** Further development of Beirut is planned and the development of Sidon, Tripoli and Tyre is envisaged.

## Labor 11% ahead in Australian opinion polls

By Michael Thompson-Noel in Sydney

The Australian Labor Party (ALP) is leading the ruling Liberal-National Party coalition by between 10 per cent and 11 per cent, according to the most recent opinion polls ahead of Saturday's general election. Labor needs a uniform swing of 1.4 per cent to gain the 11 seats it needs to take office.

This morning's opinion poll in the Australian newspaper shows Labor leading the coalition by 49 per cent to 39 per cent, with 4 per cent of votes going to the Australian Democrats, and 7 per cent undecided.

In the Bulletin magazine, a Morgan Gallup Poll shows Labor's support at 52 per cent, 11 per cent ahead of the Government, with 6 per cent for the Democrats.

Mr Malcolm Fraser, the Prime Minister, persisted with his claim yesterday that Labor's election promises would cost an additional A\$4bn (£2.44bn), rather than the net A\$1.5bn claimed by Labor. But his campaign has sagged, and, in Canberra yesterday, at the National Press Club, he was heckled by journalists.

Mr John Howard, the Federal Treasurer, said recently that on present form, the 1983-84 budget deficit could reach A\$6bn, against A\$4bn in the current year.

The Liberals are pushing hard with Blitz advertising, claiming that Labor's deal "with the union bosses" would push wage demands and inflation so high that more jobs would go. It has also made great use of what Mr Fraser freely admits are scare tactics, but Labor's campaign, under new leader, Mr Bob Hawke, sails serenely on.

Yesterday, the Australian dollar fell from U.S.\$0.9606 to U.S.\$0.9525. Its biggest one-day fall for some time, and money market bank bill rates climbed 0.5 per cent to 17.5 and to 17.3 per cent for 180-day paper. There was also a further outflow of funds, estimated by dealers at around A\$200m.

## Tax cut promise quells Japanese parliament row

BY JUREK MARTIN IN TOKYO

THE JAPANESE Government has now committed itself to cut income taxes in the 1983 fiscal year, which will begin next month. It has thus brought at least a temporary truce in its war of nerves with the parliamentary opposition.

The Government has yet to work out the size and timing of any tax cut—or how it would be financed, unless through a marked acceleration of economic activity and thus of revenue. The administration has also promised to consult the opposition.

But its commitment, which represents a substantial shift from the original policy declarations of the Nakasone Government, has ended the opposition's boycott of parliamentary consideration of the 1983 budget. The Government's concession was matched by signs that the previously united front, presented by the five minority parties during the three-week boycott, was breaking up.

The Japan Socialist Party (JSP), second in size to the ruling Liberal Democratic Party, is understood to have wanted to press the Government further so as to extract a precise tax cut figure and obtain further concessions on a parallel issue, the current freeze of civil service salaries.

At least two of the other parties, the New Liberal Club and the Democratic Socialists, favoured a compromise, however, largely because they felt they could still claim credit for having forced the Government to change its mind. The JSP concurred, finding itself out on a limb and apparently not wishing to see the common front dissolve.

The threat of another boycott, or of a big parliamentary confrontation, has not evaporated because the opposition still intends to introduce its motion to call on Mr Kakuei Tanaka, a former Prime Minister, to resign from parliament. It is not clear when this will come to a head.

In the opposition's view, any tax cut will only be effective if it amounts to at least ¥1 trillion (million, million) (£2.78bn). If it were that big, if the Government were to go ahead with a public works spending programme in the autumn, and if the Japanese economy were helped by falling oil prices, then real economic growth this year could exceed the currently expected 3 per cent.

Until now, the Finance Ministry has tentatively suggested that any cut in income taxes might need to be offset by increases in indirect taxation, which currently accounts for only about 30 per cent of government revenues. But such trial balloons have met much public criticism.

ing the Kampuchea issue.

Among the five points, China is demanding that Vietnam first declare an unconditional withdrawal of all its troops from Kampuchea and that the Soviet Union cease its support of Vietnam's occupation of Kampuchea.

Western diplomats here note that the Chinese offer of renewed discussion with Vietnam has been made public at a time when negotiations are resuming in Moscow between Soviet and Chinese officials on improved Sino-Soviet relations.

China said it would begin discussions "after the withdrawal of the first batch of Vietnamese troops." The offer was part of what the Chinese describe as a "five-point proposal" for resolving the Kampuchea issue.

## S. African union switch

BY BERNARD SIMON IN JOHANNESBURG

ONE OF South Africa's largest black trade unions, the Metal and Allied Workers' Union (Mawu), has applied to join an industrial council, a government-approved negotiating forum which has been shunned up to now by all but conservative trade unions.

Mawu, which claims a membership of about 30,000, is affiliated to the Federation of South African Trade Unions (Fosatu), the biggest grouping of unions formed since the government began to implement labour reforms five years ago.

The decision to ask for membership of the metal and engineering industry's industrial

council clearly reflects the pressures being put on emergent unions by the current recession in South Africa, and the increasingly hard line taken by many employers in wage and other negotiations with workers.

The union said it needs "a focus around which workers could unite demands." For the past three years, it has doggedly refused to join an industrial council, arguing that negotiating with individual employers gave workers a better chance of concessions that it was a "united employers' body in an industrial council."

## Sam 5s in Syria 'no threat'

BY PATRICK COCKBURN

THE DELIVERY of Sam 5 anti-aircraft batteries to Syria by the Soviet Union will do little to tip the military balance of power against Israel, according to diplomats in Damascus.

They say the three Sam 5 batteries, deployed around Damascus and the northern city of Homs, are primarily intended to threaten high-flying Israeli reconnaissance aircraft such as AWACs or Hawkeys. Mr George Schultz, the U.S. Secretary of State, has said that the arrival of the Sam 5s is "a destabilising event in the Middle East."

missile sites in the Bekaa valley in eastern Lebanon last year to an attack by Israeli fighter bombers. More than 85 Syrian fighters were shot down with the loss of 61 pilots, according to diplomats.

Although the Sam anti-aircraft missiles arriving in Syria are manned by Soviet crews, it is unlikely that they will dent the total Israeli air superiority. Observers in Damascus see the significance of Sam 5s as being a symbol of Soviet solidarity with the Government of Syrian President Hafez al-Assad.

Since the end of last year, Moscow has moved closer to Syria and the disagreements over the performance of Soviet equipment against Israel last year are being put to one side. President Assad is eager to obtain a Soviet guarantee against an Israeli advance into Syrian territory.

The Government in Damascus is convinced that the Israelis will not pull out of southern Lebanon and is fearful of a renewed Israeli attack against the 30,000 Syrian troops in the Bekaa and northern Syria.

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## AMERICAN NEWS

# October poll puts Argentine parties under pressure

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S civilian parties were yesterday bracing themselves for a period of intense political activity following Monday night's announcement that presidential and congressional elections will be held on October 30 and that power will be handed over to a democratically elected government on January 30 next year.

The most immediate task of the parties will be to settle internal differences and pick presidential candidates before the end of July. This is the deadline fixed by the military government for the reorganisation of the parties, which has been underway since the ban on political activity was lifted in June.

President Reynaldo Bignone hopes the reorganisation will prove complex and time-consuming and will thereby prevent politicians from increasing their attacks on the armed forces.

In his speech to the nation announcing the election dates, President Bignone issued a thinly-veiled warning that the armed forces would not accept an unconditional surrender of their powers after eight years in government.

He said the prospect of elections should not be used as an excuse for a political "free for all" and stressed that the

Government would clamp down on extremist activities. The warning was a reminder of the intense pressure the armed forces have put on President Bignone.

Last month growing dissatisfaction in the military with the outspoken attack of politicians is understood to have prompted an attempted coup by middle and junior ranking officers.

The national elections planned for October will be the first to be staged in Argentina since 1973 when the Peronist party was swept to power with over 80 per cent of the vote.

Over 10 candidates are currently disputing the Peronist party leadership which is still officially held by Isabelita, Gen Peron's third wife. Mrs Peron has been banned from participating in Argentine politics.

The Peronists' main rivals are the Radicals who obtained 24.4 per cent of the vote in the 1973 presidential elections. Their current front-runner is the charismatic left-wing lawyer, Sr Raul Alfonsín.

# Computer copyright claim to be investigated

By Louise Kehoe in San Francisco

THE U.S. International Trade Commission has agreed to investigate a case of "rotten apples" — Apple computer copies produced in Taiwan, Hong Kong, and Singapore. The commission will look into alleged infringement of Apple's patents and copyrights.

Apple Computer, the California-based personal computer manufacturer, appealed to the commission in an effort to stem the growing number of copies of its popular Apple II computer reaching the U.S. and European markets from Asia.

Although some copies of Apple's personal computers have been seized by customs officials in San Francisco and Los Angeles, the Apple "look-alikes" can be bought in California for \$695 (\$450).

The price of an Apple is about \$1,500. Apple hopes for a commission ruling that might lead to a ban on the import of these machines into the U.S.

Apple is also pursuing its lawsuit through the courts in the U.S. and abroad. Last week, a court in Taipei rejected Apple's copyright suit against two Taiwanese computer manufacturers on the grounds that Apple does not have a resident company in that country.

In the U.S., Apple is caught up in similar legal technicalities in its efforts to protect its copyright.

# Californians clamour to pay more tax

BY LOUISE KEHOE IN SAN FRANCISCO

CALIFORNIANS ARE once more in revolt over taxes. In November of 1978, the voters of California passed "Proposition 13" to limit the escalation of property taxes. Now taxpayers — and Democrats — want to pay more, rather than put up with a continuing deterioration of services.

The "counter tax revolt" is a fledgling movement, but it is fast gaining support among angry taxpayers who are hurt by state budget cuts. Schools, police and fire services, road repairs and a host of other state services have been severely affected by the reduction in state revenues brought about by "Prop 13."

California now has a budget deficit of \$1.5bn (£1bn). A three week political row in Sacramento over how to balance the state budget delayed the passage of a revenue raising budget measure until the middle of last month and temporarily left the state out of funds.

In addition, thousands of businesses that have supplied the state with goods and services have passed up a revenue raising budget measure until the middle of last month and temporarily left the state out of funds.

The budget crisis is temporary, many consider that it has been artificially created by squabbles in Sacramento among the state legislators. It has served to heighten support for higher state taxes.

The standby budget measure includes a provision for a 1 cent

increase in California's 6-cent sales tax to go into effect in November if revenues do not measure up to Governor George Deukmejian's predictions. Already two "deadlines" upon which the state's coffers were supposed to run dry have passed without major calamity and Californians are beginning to take a cynical view of the Sacramento squabble.

Mr Deukmejian has proposed a scheme to balance the state budget by holding over part of the deficit — more than \$1bn — until the next budget year starting July 1 and by making some budget cuts both this year and next. He assumes that the economy will improve by next year, providing state revenues to balance the deficit.

In keeping with his campaign pledge not to raise taxes, however, the governor has refused to consider raising the state's revenue base beyond the interim budget measure passed last month.

California's budget problems can be traced back to Prop 13 which sparked a tax revolt movement in 1978 in many other states, and cut California's property tax revenues by 57 per cent.

Before Prop 13 California's Government had become accustomed to rapidly increasing revenues created by inflation-driven increases in property tax revenues, and sales and income taxes.

State government expenditures tripled in the ten years

preceding Prop 13, far outstripping the pace of inflation. Until last year, most Californians were not seriously affected by the tax revenue cut arising from Prop 13. Former governor Jerry Brown used surplus state funds to bail out local authorities, cities, counties, school districts and so on — income was chopped by Prop 13.

Last year, an election year, ways were found to balance the state budget, further delaying the impact of Prop 13. For example state contributions to a pension fund for public employees were withheld for three months to save \$180m.

Last month, however, an appeal court ruled that the state had acted unconstitutionally

and must hand over the money to the pension fund. "This ruling puts a serious crimp in the state's ability to pay its bills," commented Mr Ken Cory, the state controller. "It will be viewed as an added liability by creditors whose loans are needed to keep the state solvent."

Now, California is finally being forced to face up to the realities of living on a reduced income. State-run schools are closing all over the state as school districts strive to balance uncertain state funding and decreasing enrolment. Police and fire services are being cut back much to the consternation of residents in the affected areas. Street lights are being turned off.

With the loss of the property tax base that supported local authorities, it has become almost impossible for cities to issue bonds to raise funds for development of roads, water and sewer systems.

The impact upon Californian business is severe. "It is almost impossible to find industrially zoned land in this state that is big enough and developed enough to accommodate a major manufacturing operation," the chairman of one of California's largest electronics companies said recently.

Increasingly, communities are banding together to try to maintain what they see as essential services. Ironically, to do so they must pay additional "special assessment" taxes.

In one of the first "tax increase" measures to pass in California since Prop 13, a small community San Mateo county recently voted to pay extra taxes to maintain police and fire services at a high level in their residential community. Neighbouring Hillsborough, one of the richest communities on the already affluent San Francisco Peninsula, is supporting its state-run schools with a trust fund.

The mood is spreading. Recently, a coalition of 38 civic groups, including such influential organisations as the League of Women Voters, the Consumers Union and the Urban League, called for a series of tax increases to raise \$2.7bn and balance the 1983-84 state budget.

The group's proposals include a 10 per cent surcharge on income tax, property tax increases for businesses, increased taxes on oil production, and "sin" taxes on liquor, cigarettes and sweets. (Wine is left out because it is an important item in the state's economy.)

"California, the nation's richest state is severely under-taxed. We are one of the least taxed societies," the proposal claimed. "In marked contrast to the prevailing public opinion of a few years ago."

The civic group's pledge to lobby for their cause, and propose to bring the issue to the people in the form of an initiative, it remains to be seen if California is ready for "proposition taxes."

# El Salvador rights groups protest over killings

BY HUGH O'SHAUGHNESSY

THE Salvadorean army killed 74 men, women and children during a recent anti-guerrilla sweep through the northern department of Sonsonate, according to the government's human rights commission.

Mr Deane Hinton, the U.S. envoy in San Salvador, has protested about the killings to President Alvaro Magaña, say U.S. embassy officials.

The church-based human rights organisations say that no less — and probably considerably more — than 5,977 political

assassinations were carried out by government forces and unidentified assassins.

The evidence of continuing widespread murder casts a shadow over the visit of Pope John Paul II who arrives in San Salvador at the weekend.

The Pope yesterday named Mr Arturo Rivera y Damas as Archbishop of San Salvador. The archbishopric has been vacant since the assassination of Archbishop Oscar Romero by a right-wing group in March 1980. Mr Rivera has been acting archbishop since then.

# Fall in U.S. trade deficit

WASHINGTON — The U.S. trade deficit fell in January to its lowest level for 10 months, mainly because exports of all kinds improved and the oil import bill was lower.

The deficit dropped to \$2.96bn against a revised deficit of \$3.2bn in December. It was the smallest since March 1982, when the shortfall was \$2.5bn.

Mr Robert Dederick, Commerce Department Under Secretary, said that despite the short-term fall, the imbalance would probably grow in the months ahead.

Reuter

# Mexican debt payments scheme

BY WILLIAM CHISLETT IN MEXICO CITY

THE Bank of Mexico has announced a scheme to enable the country's hard-pressed state-owned and private companies to pay back overdue debts to foreign companies supplying them with raw materials and components.

Companies owe their suppliers an estimated \$3.5bn (£2.3bn) which they have been unable to pay because of the acute shortage of dollars in Mexico and the high cost in pesos of obtaining the few available. The peso declined by 82 per cent against the dollar last year.

The failure to pay back these debts has in some cases prevented companies from receiving

further supplies of raw materials. This has affected production.

Under the scheme, which is due to begin tomorrow and ends on July 15, companies owing suppliers money for goods contracted before December 20 last year will be able to purchase dollars at the controlled rate. This rate is currently 104 pesos per dollar.

These dollars will remain in an interest-earning account in the state banking system and the payments will be made to suppliers over an unspecified period of time.

Companies will also be able to use 20 per cent of their proceeds from exports to pay back

suppliers. Export transactions are being closely monitored by the Government.

It is understood these debts will be paid back over a two-year period.

This scheme complements another which is to be implemented by May under which dollars will be made available at subsidised rates (less than the controlled rate) for principal repayments by those companies which agree with their creditor banks to reschedule their debt.

The private sector has a total external debt of \$14bn and very few companies are making repayments of principal.

# Chile offers state aid to ailing private companies

BY MARY HELEN SPOONER IN SANTIAGO

CHILEAN authorities have agreed to alleviate the short-term financing problems of eight major industrial companies threatened with bankruptcy by ordering the state bank to extend credits of approximately \$15m (£9.8m).

The move appears to be a Chilean concession to foreign creditors' demands that the Government support private companies with debt obligations to international banks.

The eight industrial companies are among 12 Chilean companies who have fallen behind on debt repayments. Their foreign debt obligations amount to about \$500m.

Sr Ernesto Bertelsen, one of the overseers of Chilean private banks now under Government administration, has estimated the eight companies' financing requirements at \$28m.

The \$15m from the state bank should cover the companies' immediate needs, he said.

Since seeking the rescheduling of \$3.5bn in foreign debt obligations falling due this year and in 1984, the government of General Augusto Pinochet has balked at accepting responsibility for foreign debts contracted by the Chilean private commercial sector.

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# ENERGY REVIEW

# Mixed prospects in the Caribbean

By Canute James in Kingston

THE SEARCH for oil in several Caribbean countries, which got under way in earnest two and a half years ago, has encountered many natural and political problems. However, while hopes have dimmed in some countries, there is new-found enthusiasm in Belize on the Central American mainland.

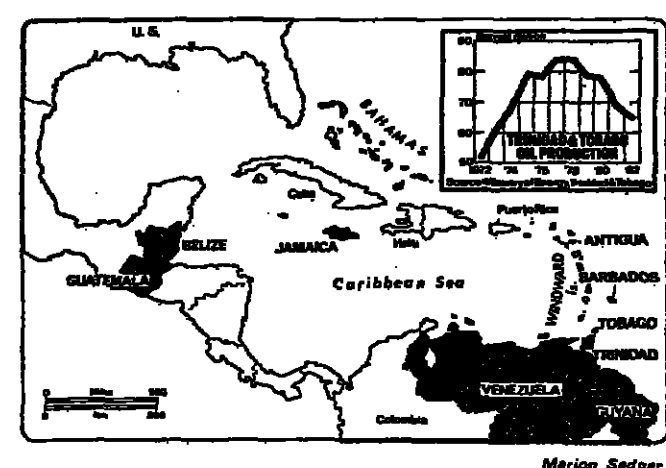
On the basis of traces of oil and gas found in 1975 and 1981, the country's Government is this year intensifying the search with the aid of several North American companies. It is being spearheaded by Cities Services-Occidental Petroleum of Houston, Texas. In December, the Belizean Government granted the company a prospecting licence in an area in the Orange Walk district in the country's north-west, close to where the boundaries of Mexico and Guatemala meet.

The enthusiasm in Belize about the new search is based on data made in 1981 and some of the same area. The Escondido Oil Company which sank a 5,000 ft well in the Tres Leguas district, but later capped it, saying the deposit was not in commercially exploitable quantities.

Small deposits found in the Cayo district in 1975 by the Amstar Corporation have provided an incentive for Katana Resources Ltd, a subsidiary of Katana Resources of Arizona, which has also recently obtained a prospecting licence.

At the same time several other companies are planning to work in the north-eastern and south-eastern sections of the country. They include Nigas, Blacklake Petroleum and Teletar Energy Corporation. The latter is a subsidiary of the Bank, the World Bank and the Usaid, has ended. The onshore programme was carried out by Parker Drilling of Oklahoma and Perconada. The programme was three sites being tested in the eastern, centre and west of the island, with 10,000 feet. A small show, now accepted as being in uncommercial quantity, was found in St Ann's parish, but all work is now suspended.

There was no better luck with the offshore programme, carried out by a consortium made up of Union Texas Petroleum, a subsidiary of Esso, and the state-owned Petroleum Corporation of Jamaica. The exploration took place over three blocks totalling 3,600 square miles on the Pedro bank to the south west of the island, and the companies have since removed their rigs.



Marion Sedgwick

Oil and Gas of Alberta, Canada in the Katiku basin of the Essequibo region, deep in the Guyanese hinterland.

The company made a find at the Katiku well which initially yielded 400 barrels a day of light gravity oil. This soon fell to 40 b/d, after which Escondido moved its equipment out, saying it would go no further until it could find a suitable partner.

Government officials in Guyana have discounted suggestions that the company ended its operations because the Essequibo territory is the subject of an insistent territorial claim from neighbouring Venezuela.

Hopes of finding significant quantities of oil and gas in Jamaica have also been dashed, and the offshore and onshore exploration programme, costing \$27m and funded by the latter American Development Bank, the World Bank and the Usaid, has ended. The onshore programme was carried out by Parker Drilling of Oklahoma and Perconada. The programme was three sites being tested in the eastern, centre and west of the island, with 10,000 feet. A small show, now accepted as being in uncommercial quantity, was found in St Ann's parish, but all work is now suspended.

More attention is being paid to exploiting the country's gas potential, and the Government recently obtained a \$50m loan from several international banks to help construct a 75-mile pipeline from Amoco's Cassia field, 35 miles offshore to the Point Lisas heavy industrial park in the island's south. The pipeline will have a capacity of 1bn cubic feet per day.

The Trinidad and Tobago Government is currently looking

Five million acres off the coast of Antigua are to be explored by Aladdin Petroleum of Kansas and the Government-owned company, Caribbeas. Geological surveys have been concluded in the small island say officials in the small island say they are no more than cautiously optimistic of a meaningful find.

At the same time, efforts are being made in Antigua to get maximum benefit from the local oil refinery, jointly owned by the Government and the National Petroleum Company of Bermuda. The Government has finalised plans for Nigeria to supply the refinery with 20,000 barrels of crude per day.

Further south, the economy of Trinidad and Tobago, the Commonwealth Caribbean's only net exporter of energy, has taken a battering because of low prices and falling production.

The twin island state of 1.1m people had accumulated financial surpluses of over \$3.5bn from its oil earnings. But now it has to dip into these to compensate for the oil market collapse. Exploration programmes have either been suspended or slowed down, and production has fallen from 83.8m barrels in 1978 to 64.6m last year.

More attention is being paid to exploiting the country's gas potential, and the Government recently obtained a \$50m loan from several international banks to help construct a 75-mile pipeline from Amoco's Cassia field, 35 miles offshore to the Point Lisas heavy industrial park in the island's south. The pipeline will have a capacity of 1bn cubic feet per day.

in negotiations with two U.S. companies which want to sell their local operations. Texaco has put its refinery up for sale, but the Government does not want installations to be taken over by private owners. The Texaco refinery has a capacity of 350,000 b/d. Throughput fell recently to 45,000 b/d, but the Government got the agreement of the company to maintain a level of 65,000 b/d, while the negotiations are taking place.

The Tesoro Company has offered its shareholding in its local installations for sale to the Government, but the talks have been bogged down by the Government's offer of \$50m and Tesoro's request for \$200m.

The negotiations in Trinidad and Tobago came hard on the heels of the Barbados Government's purchase of Mobil's small (about 400,000 barrels per year) but profitable refinery, after the company said it wanted to sell.

An offer by Esso West Indies — a subsidiary of the Exxon Corporation — to sell its 30,000 b/d refinery in Jamaica saw the Government purchasing the plant and inventory for \$55m.

The company had said it would be able to carry on only if it could get higher profit margins. While the company is looking for conventional sources of energy, some countries are looking to alternatives. The Venezuelan claim on Guyana's Essequibo territory has motivated plans for a massive hydro-power project on the Mazaruni River.

Jamaica is exploring the potential of peat bogs in the island's south-west. The estimated reserves of 20m tonnes of peat are said by Government officials to have a calorific value of between 6,000 and 7,000 BTUs per pound. The Government has also commissioned studies on the feasibility of converting major industrial sectors to coal. It appears that the island's electrical generating system can be converted at a cost of \$500m, and bauxite mining and refining at \$320m. These are formidable figures for the island's weak economy.

There is some hope of help from the recently-created Transnational Petroleum, formed by Petrobras, Pemex and the Venezuelan State Oil Company, with the aim of assisting Caribbean and Latin American countries to develop their energy potential. While the Caribbean came sugar industry fast proving uneconomical, some countries, led by Barbados, are investigating with Brazilian assistance, the possible use of gasohol.





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## WORLD TRADE NEWS

## Many UK exporters 'fail to utilise world aid agencies'

BY LORNE BARLING

A RECENT survey of 1,000 British exporters has disclosed that about 85 per cent of companies are virtually ignoring world aid agencies as a source of overseas contracts, at a time when such agencies are providing an increasing amount of work.

This has caused alarm in government trade departments since Britain's proportion of the world's aid-linked export work, traditionally fairly high, has already declined in recent years.

With political and economic instability now affecting normal trade with a rising number of countries, the aid agencies such as the World Bank are seeking larger budgets.

A World Bank conference held near Birmingham this week—which could not accommodate the large number of companies wishing to attend—illustrated that exporters recognised the need to know more about aid programmes and the contract opportunities they offer.

The scale of World Bank lending over the next four years will increase enormously, assuming member-country acceptance of its plans, particularly the major donor, the U.S. A total of \$80bn (£53bn) will be provided between 1983 and 1986, compared with cumulative commitments of \$52bn between 1946 and 1981.

One aim of the conference, which ended yesterday, was to improve awareness of the role of the World Bank and its key affiliate, the International Development Association (IDA). Mr Peter Morris of the U.K. Department of Trade world aid section, pointed out that Britain's share of the Bank's work, mainly in the richer developing countries, had fallen from about 15 per cent in the early 1970s, to about 6 per cent now.

However, Britain was still leading the world in work for the IDA, which was mainly in low-technology contracts for poorer countries. Last year, work of this kind brought contracts worth \$166m to British exporters.

Mr Morris said: "We are doing well in some areas, but not so well in others, but for every pound Britain invests in the World Bank, we are winning work valued at £1.60."

This raised the question of the value of multilateral aid, such as through the World Bank, compared with that of bilateral aid direct from Britain to particular countries. Mr Morris did not believe that any greater influence was necessarily exercised through bi-

lateral aid, contrary to much Whitehall opinion.

He suggested that the World Bank, with its 5,000 employees and strong presence on the ground in developing countries, offered great assurance that funds were effectively used, although contracts could only be won by competitive tendering by UK companies.

He said the greatest failure of British exporters was in gathering information about aid-related contracts. "There are some companies which score again and again in winning work, such as GEC and Hawker Siddeley, because they have special units dealing with this kind of work."

Exporters were urged to appoint individuals to understand and "work the system" of aid-linked contracts, since early warning was vital, and could even allow some influence to be exerted on specification and design work.

The execution of such contracts also had advantages, since dealing with an aid agency was usually straightforward, with virtually no risk of cancellation or failure to pay, regardless of the political or economic problems in the country concerned.

However, the Department of Trade suggests that exporters should be aware of the changing nature of aid-related work, which until now has concentrated on the provision of infrastructure for poorer countries, such as roads, water, ports and other civil engineering work.

In future, as development advances, more emphasis will be placed on the growth of industry and higher technology products, to the advantage of exporters in the manufacturing sector.

It is also anticipated that, as demand for funds increases, particularly in the more developed countries, there will be a greater need for co-financing deals between aid agencies and commercial banks, a trend which has already begun.

American, European and Japanese banks have played a leading role in this area, but there is some concern that the British clearing banks have so far been only marginally involved.

Trade officials believe this may be a result of the more cautious policies on overseas lending adopted since the increase in defaults by developing countries, but they see no justification for it due to the reduced risk where an agency is involved.

It is pointed out that the World Bank has never suffered a default in its history.

## Scandinavians and U.S. reach air accord

WASHINGTON—The U.S. and three Scandinavian countries have reached a new aviation accord that permits increased U.S. and other service by SAS, the Scandinavian airline, and allows additional flexibility.

The agreement paves the way for participation by Denmark, Norway and Sweden in an understanding between the U.S. and the European Civil Aviation Conference, which was signed last May and renewed for nine months on February 1 this year.

That understanding provides substantial flexibility for U.S. and any European carriers to raise or lower fares without Government approval.

This flexibility allows U.S. and European airlines to offer a variety of discount fares, including scheduled service fares as low as ones offered on charter flights, the U.S. Transportation Department noted.

The agreement permits SAS to offer round-trip service between the Scandinavian nations and Anchorage, Alaska, and Tokyo. It also will be able to offer Scandinavia-Puerto Rico flights, AP-DJ.

## West Germans share in £88m mining order

COLOGNE—The state-owned Indonesian mining company, Tambang Batubara Bukit Asam, has granted an order worth DM 320m (£88.8m) to a consortium consisting of Overseas and Koppes, PEB Weserhütte, and Marubeni Corporation, PEB said.

The order covers delivery and assembly of mining equipment for the Air Laya lignite mine in south Sumatra which supplies the Sarawaya power station in North Java.

The equipment includes a 27 km conveyor belt system, supplied by Marubeni, and five compact bucket wheel dredgers, supplied by OK.

Malaysia's Sarawak Electricity Supply Corporation (Seco) has signed a contract with Marubeni of Japan for building a transmission line in the second division, to Kuching. Construction of the 216 km, 275-kilovolt double circuit would cost Ringgit 47.4m (£13.5m), Agencies.

## The deepening of the world recession has prompted a phenomenal growth in barter trade, Frank Gray reports

### Why bad news for many is good news for some

BARTER TRADE is fast emerging as a "rare growth" industry in a world whose many national economies are reeling under the effects of the global recession.

The reasons for this seeming paradox stem from what many experts see as an indissoluble link between the two—when economies are in trouble, their industries increasingly turn to bartering to complete deals that would otherwise founder.

This was illustrated last week when Indonesia moved to use bartering in oil as a means of continuing major trade deals with Singapore. The Southeast Asian nation 14 months ago became the first major country outside the east bloc to introduce barter trade as a matter of Government policy. Until last week's move, the policy did not include oil.

It is widely believed that bartering—broadly defined as the use of traded goods or off-setting investment as a lever to close a normal cash-for-goods transaction—may now be involved in up to 40 per cent of all international trade deals.

The International Commodities Export Company (ICEC), a New York-based commodities and raw materials trading house, feels that the global figure of 40 per cent may not be far wrong, and is certainly applicable to trade between the West and Comecon nations.

It estimates that the more narrowly defined countertrade—under which a sales deal is partly offset by a straight buy-back arrangement by the seller—is now 17 per cent of world trade. Its own experiences show that nearly one-third of its business involves barter, com-

pared with under 10 per cent a decade ago.

Countertrade and other forms of strings-attached deals have long been a characteristic of trade between the West and East bloc countries.

The reason, as Emmerson Associated, a London-based consultancy concern, puts it, is the East bloc's chronic need for hard currency and need to use Western trade ties to move its often lower quality goods onto Western markets to boost its own industries and protect trade balances.

But these problems are now becoming an increasing factor in the trading patterns of the West's developing and industrialised countries.

Many developing nations, although they have an abundance of natural resources, are faced with meeting the needs of large populations on diminished earnings from commodities whose prices are falling to record lows. To curb unemployment and maintain economic equilibrium, they are having to shift to barter arrangements.

Many find they are able to propose and even win substantial deals with once-reluctant industrialised trading partners who have traditionally decried tied trade arrangements.

The issue at stake was summed up recently by Mr Lockley Hervey of Jamaica's Bauxite Alumina Trading Company after announcing an alumina-for-cars deal with the U.S.

"The Government is willing to take advantage of the fact that while the depressed market means much of our bauxite is unsaleable, a lot of motor

SIXTEEN CANADIAN companies vying for \$50m (\$60m) in coal mine development contracts face elimination from the bidding unless they sign countertrade pledges with Indonesia, AP-DJ reports from Jakarta.

A Canadian Government official said the Indonesian Government had threatened to open the contracts to international bidding if so-called "counter-trade" letters of commitment were not signed by the end of February.

The Asian Wall Street Journal reported that the

letters would commit the Canadian concerns to import an amount of Indonesian goods equal to the value of their contracts.

The Canadian official said he was not certain what the 16 companies had decided to do. "But it's a good bet that most of them will sign the letters." The names of the companies bidding were not disclosed.

The dispute over the Canadian contracts appears to be the first time a government has objected to the Indonesian policy.

Indonesian trade statistics

vehicles being produced in countries today are themselves not being sold."

In addition to Indonesia, the biggest thrust into bartering has come from Iran. Other countries, such as Brazil, the Philippines, New Zealand, Ecuador, Libya, and Nigeria have a series of individual deals to offset their payments problems.

The Iranian push, dating from the fall of the Shah in 1979, has gained momentum. It recently signed an economic exchange agreement with China worth \$500m, of which \$300m is to involve barter, one of many such deals concluded in the region.

Even Japan, with probably the world's most sophisticated trading system, last year agreed to a formula under which it receives inexpensive Iranian oil in exchange for steel, construction machinery and other materials.

The current inertia in world trade helps explain the phenomenon.

The total value of world trade is estimated at \$2 trillion (million million) for 1982, virtually unchanged from 1981 and marking an abrupt end to two decades of unremitting trade growth, reports the General Agreement on Tariffs and Trade (GATT).

To meet the barter challenge, many banks have stepped up their own activities so as to better counsel borrowers who are increasingly finding strings attached to deals.

British and European banks have been accustomed to the intricacies of complicated trade deals because of their more historic trade links with the Comecon bloc. But many report an upsurge in customer queries, and some have in-creased their own staff of experts or extended ties with

list \$347m in contracts signed with counter-purchase commitments since the policy began in January 1982. So far, however, only \$63.6m in Indonesian goods have been exported.

The contracts sought by the 16 Canadian concerns are for railway equipment and other supplies needed to build a transport line to the Bukit Asam coal mine in south Sumatra.

The contracts are part of the \$1.37bn project under way to expand and improve the mine.

secondary, such as paying shippers, handlers, consultants and agents. Without money, deals stand little chance of being completed.

To be sure, bartering, particularly through offset deals in client countries, has long been a practice in the aerospace industry. What many manufacturers have found out is that there is no longer any offset to spread around. In order to win deals, they have had to take on responsibility for marketing a wide range of curious goods from customer nations.

In one case, McDonnell-Douglas, in order to win a major Yugoslav aircraft contract had to agree to promote sales of Yugoslav hams, textiles, leather goods, foods, travel tours and wine.

It is because of such deals that industrialised countries condemn barter as a threat to free trade. It is bilateral in nature, and it often involves goods that do not meet acceptable market criteria.

"We can't actually prohibit barter trade," a U.S. Commerce Department official said recently. "But this administration's policy is to oppose barter trade arrangements that impose counter trade arrangements."

Within weeks of that statement, a team of U.S. Congressmen and agricultural officials were in Kenya discussing a swap of U.S. grain for Kenyan coffee, tea and organic insecticide.

As one City of London expert pointed out, barter trade is a little like adultery: though we protest about it, a lot of it goes on—and often in the best of families."

## Thai Airways postpones decision on new aircraft

BY JONATHAN SHARP IN BANGKOK

THAI AIRWAYS International, as expected, has postponed a long-awaited decision on buying new aircraft, airline officials said yesterday.

The Thai national flag carrier has been hanging fire for months over whether to stick to an original \$118m (£77m), order for two A300 European Airbus or to switch to Boeing's new 767 semi-widebody.

The decision is regarded as an important indicator as to which aircraft will pick up the lion's share of future orders in the expanding South-East Asian market for medium-haul airliners.

A meeting of the Thai air-

line's board of directors this week agreed to ask Boeing to extend a team of 11 dealers deciding to buy the 767.

The board also agreed to ask Boeing and France-based Airbus Industrie to submit new sales proposals, on the basis of which the airline will reach a final decision by April.

The airline's postponement reflects deep differences of opinion between company officials, and also in the Thai Government, over whether to choose Airbus, Boeing, or not to buy any new aircraft at all.

Thai International has long been a good Airbus customer and now operates 10 of the A-300 model.

## HONG KONG MASS TRANSIT SYSTEM

### British share of contracts tops £130m

BY PAUL CHEESBRIGHT, WORLD TRADE EDITOR

BRITISH companies have won contracts worth more than £130m for the direct export of goods and services to the Island Line being constructed by the Mass Transit Railway Corporation of Hong Kong.

The total was reached yesterday when the Export Credit Guarantee Department (ECGD) announced it would cover a loan arranged by Lazard Brothers of HK\$59.6m (£5.8m) to support a contract won by GEC Rectifiers for electrical equipment.

This brings to HK\$1.15bn (£112m) the value of export finance supported by the ECGD

for the Island Line extension. But ECGD covers only 85 per cent of the value of British goods and services. So the value of the British goods and services being supplied is at least £131m.

The financing is split into 14 individual deals, covering a HK\$566m loan backing an order won by Metro-Cammell for rail cars and the 13 contracts listed in the accompanying table.

No more significant contracts for the Island Line are expected. The deals for direct British exports represent just over 12

per cent of the HK\$1.1bn which the Mass Transit Railway Corporation expects to spend on the construction of the Island Line.

But the exact value of contracts won by British companies is considerably higher than £131m because of the substantial local procurement and contracting work involved.

Contracts for the Island Line have been flowing through steadily since the end of 1981, but the financing arrangements for the deals listed in the table were arranged from January 1982 onwards.

## HONG KONG — MASS TRANSIT RAILWAY ISLAND LINE EXTENSION

### (UK contracts and loans)

| Contract  | Exporter and location (J/V=joint venture) | Agent        | Loan value (HK\$m) |
|---|---|--------------|--------------------|
| Construction at Admiralty station   | Marples Ridgway, Bath                     | Hill Samuel  | 17.0               |
| Construction of sea wall at Chai Wan depot  | Marples Ridgway, Bath                     | Hill Samuel  | 10.0               |
| Train-borne equipment for automatic train operation                                       | Westinghouse Brake & Signal               | Lazards      | 36.3               |
| Construction of concourse at Causeway Bay   | Chippenham                                | Hill Samuel  | 18.7               |
| Construction of Sai Wan Ho concourse  | Marples Ridgway, Bath                     | Lazards      | 77.4               |
| Plant, materials and services for construction of Shau Kei Wan station                    | Gammson/Kelr/Libby J/V                    | Lazards      | 88.9               |
| Track foundations and rail track  | Gammson Services, London                  | Lazards      | 62.7               |
| Rail and chopper cars   | Henry Beek/Gammson J/V, Sheffield         | Lazards      | 88.3               |
| Pak Sha Wan to Chai Wan viaducts and 3-storey Chai Wan overhead station                   | Metro-Cammell, Birmingham                 | Standard     | 25.4               |
| Small hardware contracts and consultancy services   | George Wimpey, London                     | Chartered    | 60.0               |
| Electrical and mechanical equipment and services for Chai Wan depot                       | (Line of credit)                          | Lazards      | 34.3               |
| Dual-mode locomotives   | Haden International, London               | Antony Gibbs | 11.1               |
| Supply and installation of electrical equipment and fittings for 14 stations in extension | Brush Electrical Machines, Loughborough   | Lazards      | 59.6               |
|   | GEC Rectifiers, Stafford                  | Lazards      | 59.6               |
| TOTAL HK\$ million  |   |              | 589.7              |
| (Approximate sterling equivalent at HK\$10.2 to £1)                                       |   |              | (£57.3m)           |

Source: ECGD

## Rockwell unit awarded \$97m Saudi contract

Rockwell International Corporation said its Collins Systems International Inc subsidiary was awarded a \$97m (£64.6m) contract to supply microwave equipment and services to Saudi Arabia.

The equipment will be used in the Saudi Arabian intranational microwave expansion programme.

The Rockwell unit will handle engineering, manufacturing, installation and testing of high-density microwave equipment at more than 160 relay stations in Saudi Arabia.

The project is scheduled for completion in December 1985. Reuter

## Hungary and Saudi Arabia in joint trading venture

BY DAVID SUCHAN AND TOM SEALY

HUNGARY AND Saudi Arabia have formed a joint trading company as a conduit for bilateral trade. It effectively constitutes the opening of commercial relations between the two countries, and is the first such venture in Comecon for Saudi Arabia, which has no formal diplomatic links with East Bloc Communist countries.

The new company, Skala-Arab Trade Promotion Limited, is established under Hungary's relatively liberal joint venture legislation and has its headquarters in Budapest.

The partners, each with a one-third share in the new company, are Skala Co-operative, the largest retailing and department store chain in Hungary, the Saudi Caravan Transport Establishment of Dammam, and the Hungarian International Bank (HIB) which is the London-based subsidiary of the Hungarian national bank.

The new company was set up on February 2 in Zurich, between Mr Sandor Damjan, general manager of Skala, and Sheikh Karim Al-Quraishi,

chairman of Caravan, and representatives of the HIB.

Even though the new company has not yet formally obtained a trading licence from the Hungarian authorities, it has already concluded its first deal—the sale by Tungsram of Hungary of \$3.7m (£2.4m) worth of lighting equipment to Saudi Arabia.

Capitalisation of the Skala-Arab company is a relatively small \$500,000, but its trading potential is believed to be considerable.

In the absence of diplomatic relations, Saudi Arabia has hitherto traded indirectly with Hungary, as with all Comecon countries.

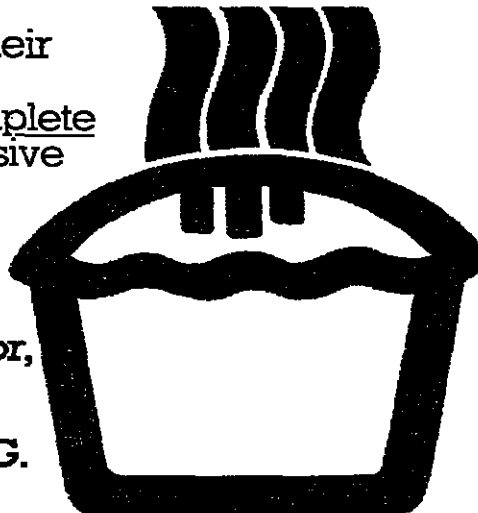
Hungary has become increasingly keen to increase its exports, particularly agricultural goods, to the Middle East where it can earn hard currency without encountering the protectionist barriers in the West. The fall in the Opec oil price has also increased the readiness of both Comecon and Middle East countries to enter into barter arrangements.

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## International Property and Building Review

Every Friday, the Financial Times publishes a detailed review of the activities in the UK and international property markets. Specialist FT writers look at the background to the week's headline making news, profile leading personalities and examine trends in the property development market. Similarly every Monday Financial Times journalists turn their attention to the building and civil engineering fields with particular focus on recently-awarded British and international contracts, general industry news and feature articles on major developments in these important economic sectors.

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## UK NEWS

# Lloyd's to make fuller disclosure under new rules

BY JOHN MOORE, CITY CORRESPONDENT

THE DEPARTMENT of Trade, Britain's ultimate regulatory authority of the insurance community, yesterday announced new regulations for the Lloyd's of London insurance market requiring it to provide fuller information about its affairs in its annual statement to the department.

New requirements, set out in regulations presented to Parliament yesterday, result from discussion in recent years between Lloyd's and the authorities aimed at modernising the annual statement of business which has remained unchanged since 1950.

The new statement takes into account the trend towards fuller public information about insurance business and other developments including European Community directives on insurance.

Regulations require more information to be provided about the

business transacted, the assets and liabilities of the members of Lloyd's in total, and the resulting solvency position.

Business transacted will be analysed in greater detail, taking account of the classes of general business specified in European Community directives and UK legislation.

Raymond Hughes adds: Mr Christopher Moran, who was expelled from the Lloyd's market last October, yesterday sought leave to challenge the finding by a Lloyd's arbitration umpire that he had been guilty of discreditable acts.

The Court of Appeal will give judgment today on his application for leave to appeal against a Commercial Court judge's refusal to set aside the finding on the ground of alleged errors by the umpire.

In October, the Commercial Court rejected Mr Moran's criticisms of the umpire.

## UK deep in deficit on travel account

THE BRITISH rush for foreign holidays has pushed the UK deep into the red on its travel account. The 1982 deficit of £408m compares with a 1979 surplus of £88m - in spite of Britain itself improving its tourist receipts.

Latest figures from the Department of Trade indicate that there were more than 20m trips abroad by the British last year, a rise of 7 per cent. The big jump, some 15 per cent, was in trips to non-EEC Europe, which includes the package tour heartlands of Spain, Greece and Portugal.

Spending by UK residents rose by 11 per cent to £3,548m.

The number of foreigners coming to the UK rose by 2 per cent and spending went up by 3 per cent to £3,231m. Given world wide economic problems this will be seen in many quarters as a creditable performance.

Sir Henry Marking, chairman of the British Tourist Authority, said last night that when fares paid by overseas visitors to UK air and shipping lines were included, total earnings by Britain from travel will "without doubt have passed the £4bn mark for the first time in any one year."

He was sure that tourism would be confirmed as the nation's top invisible export.

## Brewery investment

BREWERS plan to spend £850m on their 49,000 public houses during the next three years, reflecting the shift in the industry's investment away from productive capacity to retailing.

Mr Charles Tidbury, chairman of Whitbread and also of the Brewers' Society, said yesterday that the industry planned overall to invest £1,580m in 1983-1985.

## Faster to Berne

COMPETITION ON the air route between London and Switzerland will intensify from early May, when Dan-Air the UK independent airline introduces the new British Aerospace 146 four-engine regional jet airliner on its scheduled service route between Gatwick airport and Berne. The airline currently uses turbo-prop aircraft on the 2½-hour route, but the 146 will cut flying time by about an hour.

## Support grows for strikes in Welsh coal dispute

BY JOHN LLOYD, LABOUR EDITOR

SUPPORT for the South Wales miners' strike gathered strength yesterday as most of the National Union of Mineworkers (NUM) area leaders either told their members to strike from midnight on Sunday, or urged them to vote for a strike next week in ballots to be held over the next few days.

A large number of officials pointed to the rumoured appointment of Mr Ian MacGregor, chairman of the British Steel Corporation as the next National Coal Board (NCB) chairman as a cause of fear and resentment among miners, greatly increasing the likelihood of a national strike.

Mr Mick McGahey, the miners' vice-president and Scottish area president, attempted to put steel into his members when he gave a warning that Mr MacGregor would find a different scene in the coal industry because miners would resist mass closures.

However, officials expressed doubt about their members' response to strike calls. Neither the board, nor Government ministers, believe an effective strike will take place, largely because of the very high coal stocks at power stations.

The Central Electricity Generating Board (CEGB) said last night that stocks stood at 24m tonnes, unusually high through a combination of a mild winter, industrial recession and heavy buying from the coal board.

Yesterday's decisions to support the Welsh miners included calls for strikes from midnight on Sunday from the left-wing Scottish and Kent areas, and recommendations to vote for strike action, in ballots later this week or early next, from the Durham and Lancashire coalfields.

The Nottinghamshire coalfield, the country's second biggest coalfield, hardened its line taken on Monday of calling for a special delegate conference when its branch officials voted for a ballot, accompanied by a strike recommendation, to take place next Tuesday.

The Yorkshire area, the biggest coalfield has already been pledged by its executive to strike action from midnight on Sunday, while Derbyshire branch officials meet tomorrow to decide on their action.

Mr James Cowan, the NCB's deputy chairman, said he welcomed the ballots in those areas which had



Mrs Thatcher: alternative jobs offered to miners

called one - a clear indication that the board believes that the rank and file is against a strike.

Mrs Margaret Thatcher, the Prime Minister, defended the NCB's decision to close the Tynmawr - Lewis Merthyr Colliery - the flashpoint of the South Wales strike - repeating the coal board's theme that alternative employment had been offered to all miners at the pit.

She told the House of Commons during question time yesterday that "subsidies to cover losses in Wales run at about £125m a year, or over £3,000 a head".

However, Mr Neil Kinnock, shadow Education Secretary and MP for Bedwellty, a Welsh constituency, said in a statement that "while the miners of South Wales are obviously fighting in self-defence, they are also fighting for every schoolchild and shopkeeper in the area."

Robin Reeves writes: In the early part of this century, the Rhondda valleys were the scene of the biggest concentration of coalmining activity in the world. Some 40,000 miners, employed at 60 collieries produced nearly 10m tons of coal a year.

At its peak in the 1920s, the Welsh coalfield employed 270,000 miners who produced more than 50m tonnes of coal a year.

Today there are just two collieries left in the Rhondda. One is Tynmawr - Lewis Merthyr, the pit at the centre of this week's South Wales miners' strike, the other Maesteg, whose future is also in doubt.

Mrs Thatcher's reported plan to switch Mr Ian MacGregor from British Steel to head the National Coal Board has strengthened feelings of militancy in South Wales.

## Maestro orders worth £100m give BL record day's takings

BY JOHN GRIFFITHS

AUSTIN ROVER said yesterday it had received £30m in orders for its new Maestro model from fleet and business users. It said further orders, worth another £50m, were in the pipeline, from fleet buyers who would be renewing their contracts in the next few months.

The company said the majority of these orders were conquest sales from other manufacturers. The Maestro's main rivals are the Ford Escort and Vauxhall Astra, though Austin Rover says it expects to capture sales also from the larger Ford Sierra and Vauxhall Cavalier models.

The £100m orders and potential orders represent 20,000 cars at showroom prices and, in cash terms, is the biggest announced by a BL company on the day of a model's launch.

Austin Rover said 4,000 of the or-

ders were spread across rental and leasing companies, with 4,000 firm orders placed by a further 200 companies. It is having no problem meeting initial demand. A launch stock of more than 9,000 was its highest ever, with a further 3,000 cars awaiting distribution. Production at Cowley is running at the Johnson, fleet sales director, said: "So far, the response to the car has been terrific."

Another company spokesman said dealers had reported a total of 400,000 visitors to showrooms yesterday as the Maestro was unveiled. One dealer claimed he had been inundated by 800 people at his own launch presentation.

In an attempt to boost fleet sales further, Austin Rover has 60 fleet sales teams touring individual businesses with test models.

Small investors with orders averaging £1,000 each rushed to buy BL shares yesterday after the heavy publicity given to the Maestro.

As a result, the share price jumped by nearly half and ended the day up 10p at 32p, the highest level for many years.

When the Government moved in to save BL in 1975 it offered to buy out all the shareholders, but some refused to sell. Since then more than £2m of new equity has been issued to the Government, leaving the private shareholders with less than 1 per cent of the issued capital.

The arrival of the Maestro was also reflected in the price of the shares in two of BL's suppliers. AE, the former Associated Engineering group, rose 3p to 30p and Lucas was up 6p to 140p.

## London inquiry into rival transport plan

By Lisa Wood

LONDON Transport was described as a "sitting duck" yesterday at a public hearing into plans for 500 privately operated minibuses in London.

Mr Anthony Shephard, a former Transport Commissioner in Hong Kong and principal director of Associated Minibus Operators (AMOS) which plans to operate the service on four radial routes, said London Transport's bus services had been unable to expand in any significant way for some years and the general picture was of decline.

It was the view of AMOS, that it should be allowed to compete with London Transport and demonstrate what the private profit motive could do.

The proposal is for one-man, 16-seat buses to provide services running at an average of two minute intervals. The maximum peak period fare for five miles and more would be 70p, falling to 30p for less than two miles. Off-peak fares would range from 20p to 35p.

The application is being opposed by London Transport, British Rail, Greater London Council, several London boroughs, taxi drivers and trade unions. The hearing continues.

## Tozer, Kemsley likely to sell forest group

BY JOHN MOORE, CITY CORRESPONDENT

TOZER, Kemsley & Millbourn (Holdings), the troubled international trading group, is considering selling the Price & Pierce group of companies which form its important forest products division.

No announcement has yet been made by the company on the future of Price & Pierce, which is understood to have sales of about £450m and pre-tax profits of £1m, but a management buy-out is one of the possibilities which is likely to be explored.

Tozer, Kemsley acquired Price & Pierce in 1971 in a £7.5m agreed bid after J.H. Vavasseur, the financial services group, had initiated talks with Price & Pierce which might have led to an offer.

Tozer, Kemsley has suffered a period of falling profits since 1979, when group pre-tax profits were £18m. For the first six months of its 1982 financial year, the group suffered losses of £1.35m. It had made profits of £25,000 for the comparable period a year earlier.

The group has made a string of major disposals in the last few years since the profits collapsed. It disposed of its travel companies to Rank Organisation in a deal worth £14.5m. Last year it sold an initial 80

per cent stake in its international trade finance division (TKM International) to Hongkong and Shanghai Banking Corporation for £10m. Hongkong and Shanghai Banking Corporation later purchased the remaining 20 per cent stake for £4.8m.

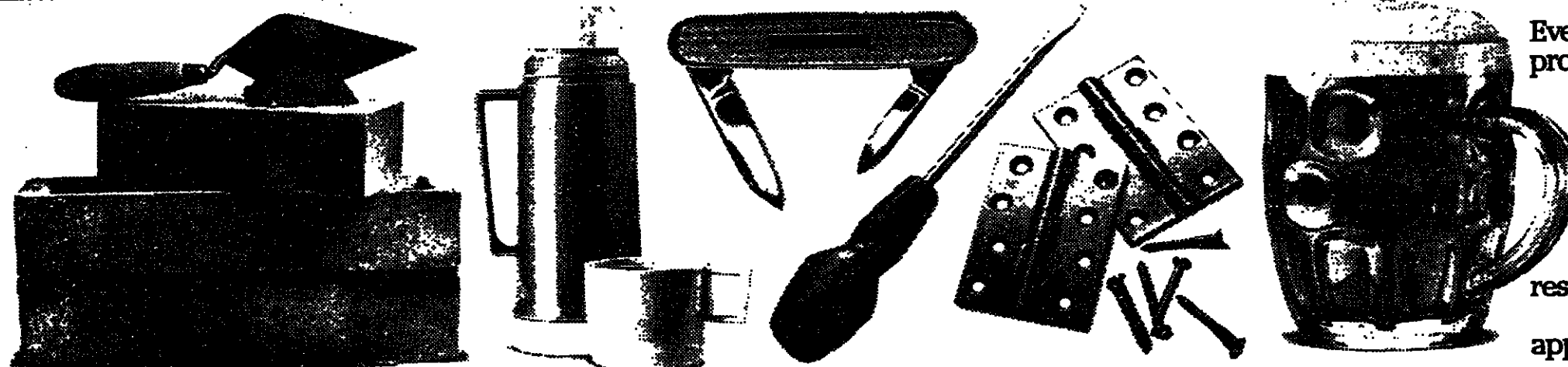
At the end of last year, Mr Malcolm Horsman, the group's managing director, was dismissed because, according to Sir Montague Pritchard, deputy chairman, "he did not fit into our future plans."

In the last published accounts for Tozer, Kemsley - for 1981 - it was reported that profits for forest products (Price & Pierce) had primarily suffered a setback in a difficult year, from extraordinary losses as a result of withdrawal from loss making activities.

## More petrol sold

PETROL consumption in Britain is slowly rising again but the number of retail outlets continues to shrink.

Institute of Petroleum figures show that the amount of petrol bought by British motorists last year increased by 3.7 per cent, but the number of petrol stations went down by 2.6 per cent.



The important ingredient is energy. Every product and every manufacturing process uses it.

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## THE ARTS

## Lent/Lyric Studio, Hammersmith

Michael Coveney

Lent by Michael Wilcox is a most surprising and enjoyable new play which creeps stealthily upon an audience and leaves it, I suggest, humming quietly in the dark. The world evoked is one of Proustian recollection, memories lit by summer days in a preparatory school where Paul Blake, on the verge of adolescence, is confined for the Easter vacation of 1936.

Paul's school is also his home. His grandmother has funded the institution her late husband started and he is the heir apparent. This situation sets up a series of richly resonant encounters between Paul and the present headmaster, the headmaster's wife and a friendly old teacher who is trapped, like Paul, in the bosom of alma mater. Mr Wilcox weaves his unique and touching spell with great assurance and sensitivity.

His work receives wonderful realisation in Christopher Fettes' production, in which the characters are seen in sharply etched relief against a naive backdrop of woodland beauty, an arrangement of three flats on which are hung the trophies of prep school memorabilia, and some solid furnishings. John Otto's design is ingeniously angled for an audience seated on two sides of the house.

The effect is to create a curiously poignant, Gallic picture of the happiest days of your life. Jonathan Kent plays

Paul with the voice of an adolescent and the dash of a juvenile lead. He has forsaken chocolate for Lent, but indulges in enthusiasms for the latest in popular fiction, cinema and radio programmes. His parents have been killed in an aeroplane crash and his impatience with the promise of maturity is tempered with regret at his friends' loss of physical innocence. With old Paul (and a performance of rare power and delicacy by Wensley Pithey) he celebrates the cricket pitch, the Goons, Joel McCrea in *Buffalo Bill* and the magical intrusion of great music on his life.

The startling quality of the play derives in part from its very originality and strangeness. All the characters are fully fleshed out: Patience Collier's testy grandmother is a rich amalgam of *Sondheim's* Madame Armfeldt and Dickens's Miss Havisham; Dennis Edwards offers an old-style teacher who is a powdered mask of 1950s propriety and bottled frustration; Jean Anderson as his wife concentrates a lifetime's disappointment in the lifting of a sherry glass. Over all hangs the prospect of the leavers' talk when all, alas, will be brutally explained. The lighting, Dave Horn and the exquisite soundtrack of Matt McKenzie play their part in creating an evening of elusive, but never precious, charm.



Patience Collier and Jonathan Kent

## SPNM/Abbey Road Studios

Andrew Clements

The second of the London Sinfonietta's recording sessions for the Society for the Promotion of New Music at EMI's Abbey Road studios on Monday was a happier occasion than the first, three weeks ago. Pieces by Martin Butler and Rupert Bawden were given two performances each. They made a satisfying contrast of method and intention: Butler's superior cranks and balance with proportions and balance. Bawden more wilful and uncaring, ultimately perhaps more exciting.

Butler's *From an Antique Land* takes Shelley's "Ozymandias" as a starting point for a fine 15-minute essay in black sonorities. It's scored for wind, percussion and a piano that functions as a link between sections, pulling the connecting threads into short cadences. The scoring is dense but infallibly voiced; an alto saxophone cuts through the textures with an unchanging melody while the supporting instruments work up to a magnificent crescendo of blocks that is unworld in a

chorale dwindling to nothing. The progress of *From an Antique Land* is sure, though the material is unremarkable and the ending just a little too obvious. But Butler's concern was quite clearly with method, and that he handles most impressively. In *Three-Part Motet*, Bawden packs a great deal into little more than five minutes' music. Three texts are sung simultaneously by soprano, mezzo and bass soloists; all of them relate directly or indirectly to the Passion of Christ. The music moves at a prodigious rate, throwing off ideas as it goes, generating some wild climaxes and some energetic textures as the orchestra leaps at tangents from the vocal settings. It is ambitious and exhausting; though the work is underpinned by a positive harmonic scheme, the fanges of voice and instruments are sometimes just too unruly. For a conductor it presents some tricky problems, and Richard Berman managed it most assuredly. The singers were Penelope Walsley Clark, Joyce Jarvis and Terry Edwards.

As a non-scientist I was always fascinated during the early American space programme by the tantalising slowness of rockets taking off. A physics minded friend explained that there was a critical balance between fuel weight and thrust: each time you poured a little more fuel into a rocket to enable it to get a bit further out of the earth's gravitational field and closer to the point where it could put a satellite into orbit, you made it heavier, so you needed yet more fuel to lift the thing off the ground. This process, he said, reached the point where the fuel was so heavy that available thrust was only just capable of moving the rocket at all, and sometimes the appearance of hovering in mid-air.

So far as rocketry is concerned this may be the absolute truth, but it certainly provides a wonderful metaphor for intercontinental ballistic TV series, of which the American import *Masada* on BBC1 has proved a stereotypical example.

First you construct your vehicle: six hours of script about the Roman siege of the Jewish Zealots' stronghold in a fortress called Masada, in the Judean desert in 70 A.D. You pour in millions of dollars as fuel, but realise early on that the outfit is so hefty you are never going to get it off the ground without something abnormally explosive underneath it. So you hire not only Peter O'Toole to play General Flavius Silva, leader of the Romans, and Peter Strauss as the Jewish guerrilla leader Eleazar, but also Timothy West for the Emperor Vespasian, David Warner for the part of the slimy Falco, Anthony Quayle as the general's aide, engineer Rubius Gallus, and whole cohorts of familiar faces from British Spotlight to play lesser Romans.

With all that weight you need more thrust than ever, of course, to get airborne. So at vast ex-

pense you send it all out into the desert. You pay thousands of extras to add to the imperious, build a couple of working ballistics, and when the whole thing still remains stubbornly earthbound you throw caution to the winds and chuck in a handful of dynamite: not just a courteous for the Roman general but a Jewish one.

Despite all that it never did take off properly, let alone go into orbit, but simply hovered uncertainly in mid-air for hours, and then toppled off its gantry into the sand. As with so many previous American blockbusters the determination to pack in everything that could possibly make the trip more interesting for a large number of viewers ended by ensuring such unwieldiness that lift-off could not occur.

Still, all sorts of pretty effects were visible during the hovering, including a performance from O'Toole which was at least as impressive as his personification of Lawrence. Overcoming a script which departed from the mediocre one to descend into bathos—"Eleazar! Yer better say sumpt!"—O'Toole pointed a picture of the aristocratic scion of the greatest empire the world had ever known, full of warfare and education and weariness, slumming it with his portable bathtub in a foreign desert, never doubting for a moment that his way and his philosophy were superior.

This, clearly, was precisely what writer Joel Olsansky and director Boris Sagal wanted us and more importantly the American viewing public, to doubt. No trick was missed in the striving to depict the Romans as supercilious imperialists (not only did they behave like English Redcoats taxing American colonists they even spoke in the same accents thanks to careful casting) and the Jews as god fearing, free-

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## Television/Chris Dunkley

## A wayward missile from the west



Barbara Carrera and Peter O'Toole in "Masada"

Ireland's RTE and France's FR3, directed by Michael Garvey, appears to have carefully developed ideas of historical and artistic integrity: not only do we get sub-titles when the French speak but when the Irish speak too because they often use Gaelic. It is just possible that it could still turn into a nastily manipulative attempt to influence the world's view of modern Ireland, but that looks highly unlikely. One's fear is simply that despite the fuel provided by two armies, and some admirable acting including an unusual and welcome television appearance by Robert Stephens, the vehicle may never get going fast enough to go into orbit.

No drama could possibly have conveyed all this with anything like the impact which Warner's programme achieved by being factual, if anything understated, and relying on interviews and archive footage. And where has that footage been, incidentally, during the making of all those previous series about World War II?

With *Year Of The French*, yet another Channel 4 series, we are back once again to war, back to drama, and if the first third of another six-hour block-buster is fairly representative, perhaps back to the hovering rocket. Since the date is the late 18th century there is, clearly, no question of archive film. Furthermore in contrast to *Masada* this co-production between

range, and so in her singing there were some dull patches. Stylistically, too, she did not seem always to have thought the part out; at times she indulged in Scottie-like near-inaudible pianissimos. At other times she spoke words that should rightly have been sung. She was not helped by the slack conducting of Gianluigi Gelmetti. He clearly knows and loves the score, but he allowed it to unfold, most of the time, at a leisurely pace, as if he were lingering over each note, listening to it for his own private pleasure. There was almost no intensity in this regard, and little real communication. Rhythms got smudged, and the drama was largely drained out of the performance. The Edgardo, Alfredo Kraus, has been a Florence favourite for decades; but the voice is inevitably showing the signs of age. Never a huge instrument, it is now often only a fine line of sound. Hearing Kraus these days is like looking at a lovely pencil drawing when one wants a rich, brightly-coloured canvas. Still, he retains his familiar, much-admired elegance. In the first act he sounded tentative, cautious; but in his big final scene he managed to convey the ardent power of the music by sheer intelligence. The baritone, Lorenzo Sacconi (replacing an indisposed Vicente Sardinero), was just adequate; and Agostino Ferrin, as Raimondo, was not in superlative form. Under the circumstances, it seemed unwise to open all the traditional cuts, as Gelmetti did. Still, it was good to hear the grim Wolf's Crag scene as well as the Lucia-Raimondo duet. The mad scene was also given complete and this extension may have been responsible for the hint of fatigue in Gruberova's voice towards the end of it. Pier Luigi Samaritani designed moon-lit, romantic settings and appropriate costumes. In the opening scene there was a welcome hint of Millais's Scotland. But Samaritani was also the producer, and here he seemed less secure. He created a broad staircase for the mad scene; there, beforehand, Raimondo told his shocking tale to the wedding guests, who actually moved away from the teller (surely it would have been more natural for them to cluster round to listen). Gruberova's movements on the stairs, too, could have been more carefully worked out, and better lit. Still, for the most part, this was a production that was pleasant to look at; and even—thanks to the alert playing of the Florence orchestra—generally enjoyable to hear.

## Television/The Catherine Wheel

Clement Crisp

Filming dance for television is a vexed matter, a tightrope walk between the straight record of a stage production and a director's interpretation of that work. In which what the camera shows of a danced action is not necessarily (and sometimes not often) what the choreographer wished to stress for his theatre audience. Too rarely does the choreographer have any say in the image shown on the screen: Jack Gold's documentary with Kenneth MacMillan, *A Lot of Happiness*, a shining example of sensitivity in this matter.

With *The Catherine Wheel*, seen last night in BBC2's Arena, the producer, Alan Yentob, had the good sense to give us Twyla Tharp's own version for the camera of her choreography, and brilliantly exhilarating it was.

*The Catherine Wheel* was seen in the Tharp company's season in New York in the autumn of 1981. It represents a further and important step in Twyla Tharp's creative journey, which has brought her from the minimalist and iconoclastic pieces of the late 1960s, through the super-dance dazlers of the 1970s (*The Bix Pieces*; *Baker's Dozen*; *The Dance Couple* and *Push*), to her recent concern with narrative in *Short Stories* and *When We Were*

Very Young. *The Catherine Wheel* is "about" narrative, as it is also "about" the quest for spiritual perfection identified with St Catherine of Alexandria, "about" energy used and abused in a nuclear age, and inferentially "about" dance as a way of endeavour and purification. It is also, and this seems to me central to the programme, about how a dancer's body is used by the possibilities of film and video, and use every trick in the book (and, as we saw, devising tricks which will not go into the book: Miss Tharp is as resourceful and ingenious with the camera as with dance) to show us exactly what she wants us to see. On her terms.

Rich in symbols and allusion, *The Catherine Wheel* contrasts two forces, two narrative elements: an appalling family, whom Miss Tharp exultantly brutalises and loathes, in rabid search of material objects and self-gratification (symbolised by the pineapple, emblem of hospitality but also shaped like a bomb); and a chorus led by Sarah Rudner, who is a seeker after perfection, haunted by the incorporeal computer-image of the saint (which might also be Twyla Tharp as creator of dances and dancers) who falls victim or sacrifices herself to the pineapple cult.

These two strands run parallel, evoking a dizzying range of meanings and cross-references which we hardly have time to catch the cutting, so fierce the dynamic energy—to comprehend, until the final 15 minutes. This is the Golden Section, the juiciest slice of the pineapple. Catherine wheel as pyrotechnic glory and exploding rack for the saint. The cast has been whirled back through time to the idealism of the post-Christian innocence, and is displayed in a sequence of rhapsodically physical dancing.

At this moment the turmoil and anger of their earlier confrontations are contrasted with (rather than resolved by) this celebration of a Golden Age, and the Tharp dancers revealed at their prodigious best. The only disadvantage is the work's core, a miserable yardage of Rose's hair, but even this the dances surmount.

*The Catherine Wheel* is an exceptionally stimulating dance piece. Difficult perhaps, in that Miss Tharp as director expects us to be lightning-quick on the uptake and ready to seize on every least flicker of her dense action: if ever a television programme demanded to be viewed again and again with a video-recorder, this is it. But the uncompromising achievement: Twyla Tharp, Alan Yentob, and the BBC deserve our gratitude.

## Lucia di Lammermoor/Florence

William Weaver

After the warmly-received *Falstaff*, which opened its brief winter opera season, the Teatro Comunale in Florence is now offering a gala new production of *Lucia di Lammermoor*. On its opening night, the reception was again enthusiastic, especially for Edita Gruberova, the Lucia, who was awarded an immense ovation after the mad scene and long applause and cheers during the curtain calls at the end of the performance. It was not hard to understand the audience's jubilation reaction—the Czech soprano did, indeed, provide some poignant acting and spectacular singing—but it was not entirely possible to share it.

Some years ago, here at the Comunale, Gruberova made an indelible impression as Zerbinetta in a visiting production of *Adriane auf Naxos* with the Vienna company; her recording of the Queen of the Night sounds equally admirable. So she should have been, it seemed, one of those pure, virginal Lucias in the tradition of Toti Del Monte and Lina Paggioli. To some extent she was: the upper part of the voice has a remarkable agility and clarity (and, among other qualities, she has splendidly intelligible enunciation); but the same agility does not extend to the lower part of the

## F.T. CROSSWORD PUZZLE No. 5,111

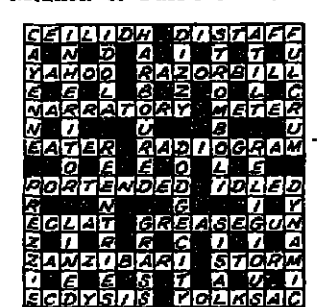
**ACROSS**

- Shape not unusual for a carriage (8)
- These days in place of counsel (6)
- Finish love with fish—it can be very hard (8)
- McBourne's speech (6)
- Who and falter life away (Arnold) (8)
- Shares the first scenario (6)
- Advantage for journalist to be curious (10)
- Public school victory at Pennsylvania town (10)
- It's turned helpless (6)
- In which case a Bachelor of Law needs playback (8)
- Stroke in the boat-race (6)
- It retired, live somewhere warm (8)
- Cargo for Bill? (6)
- Father leaves wild stage party for campaign (8)

**DOWN**

- Notice article boil (6)
- A pound portion of sugar (6)
- Tom, leading evangelist worshipped at crossroads (6)
- Blue laws the pair in must change (10)
- Indeed have chat, otherwise remain aloof (8)
- Start with secret society perhaps (8)
- It fast falls but there is still time (8)
- One against Nicholas at the end of the year? (10)
- Change over to the Spanish treacle-beer (8)
- Being brave I printed correction (8)
- Honour for her French article on Palaeolithic culture (8)
- Arrived with gunner—means to take a shot (6)
- Excellent to eat about six (4)
- Vegetable—put it in for quickness (6)

Solution to Puzzle No 5,110



## Arts Guide

## Theatre

## NEW YORK

**A View from the Bridge** (Ambassador): Broadway and Arthur Miller finally have a hit for the year—Arvin Brown's musty but true revival of the melodrama of forbidden love in New York dockland, Tony LoBianco may reach the full pitch of contrived despair too soon, but audiences love the schaud, even in an Italian accent. (228 8300)

**Mississippi** (Circle in the Square): A witty translation by Richard Wilbur challenges an excellent cast to handle rhyme as dialogue which they shy do, led by Brian Bedford, supported by Stephen D. Newman, director Stephen Porter and especially costumer Ann Roth. (581 1346)

**The Entertainer** (Roundabout 23rd & 8th Ave): William Caudill's evocation of the American dream, a chestnut about an appealingly shuffling and quizzical Nicol Williamson while bringing the era of the Suez crisis to an American audience with Michael Sharp's headline dominated set. An excellent supporting cast of Humphrey Davis as Father Billy Rice and Frances Cuka as Archie's long-suffering wife Phoebe. (242 7800)

**Amadeus** (Broadhurst): David Dulles stars as Salieri, the earnest, beleaguered and elegant Nemesio Numa, fresh from the Broadway success of *Mozart's* life. (247 0472)

**Agnes of God** (Music Box): The fiery trio of Elizabeth Ashley, Geraldine Page and Amanda Plummer enliven

a somewhat over-written clash of ideology. After (248 8482)

**Joseph and the Amazing Technicolor Dreamcoat** (Royale): The first work by Andrew Lloyd-Webber and Tim Rice in a lively and imaginative vision directed by Tony Tanner. (245 5760)

**Crimes of the Heart** (Golden): Despite its genial humour, outlandish excesses and the orchestra leaps at tangents from the vocal settings. It is ambitious and exhausting; though the work is underpinned by a positive harmonic scheme, the fanges of voice and instruments are sometimes just too unruly. For a conductor it presents some tricky problems, and Richard Berman managed it most assuredly. The singers were Penelope Walsley Clark, Joyce Jarvis and Terry Edwards.

**Three-Part Motet, Bawden packs a great deal into little more than five minutes' music. Three texts are sung simultaneously by soprano, mezzo and bass soloists; all of them relate directly or indirectly to the Passion of Christ. The music moves at a prodigious rate, throwing off ideas as it goes, generating some wild climaxes and some energetic textures as the orchestra leaps at tangents from the vocal settings. It is ambitious and exhausting; though the work is underpinned by a positive harmonic scheme, the fanges of voice and instruments are sometimes just too unruly. For a conductor it presents some tricky problems, and Richard Berman managed it most assuredly. The singers were Penelope Walsley Clark, Joyce Jarvis and Terry Edwards.**

**Washington**

**Serapion** (Arena): A circus setting is used by director Zaida Fichandler to present Istvan Orlai's last play, which creates its own show trials for a fictitious Hungarian politician recalled from his ambassadorship in Paris to witness the testimony prepared against him. (254 9805)

**She Stoops to Conquer** (Folger): The resident company adds Lucinda Hitchcock Come as Kate Hardcastle and director Davey Martin Jones for this production of Oliver Goldsmith's enduring comedy about English rural manners and matrimonial ambitions. (546 4000)

**Tony** (Eisenhower, Kennedy Center): Tony Richardson directs Kathleen Turner and Brad Davis in Gardner McKay's new tense and twisted murder mystery set on a California tennis court. (254 3870)

**Show Boat** (Opera House, Kennedy Center): A cast of 50 from the Houston Opera company led by Donald O'Connor revives the Kern-Hammerstein musical of 1927 with its brilliant score including songs "O Man River, Bill and Make Believe. (254 3710)

**The Imaginary Invalid** (Arena Stage): Guthrie Theatre's associate artistic

director Garland Wright presents Argan and company with Marc Antoine Charpentier's original music for Moliere's masterpiece about quackery and hypochondria in the ancient regime. (468 5300)

**Chicago**

**The Comedy of Errors** (Goodman): With Adriana played by world champion baton twirler Sophie Schwab and Luciana by Gina Leishman who has mastered seven musical instruments, this Shakespeare could be nothing but a circus, especially surrounded by the Flying Karamazov Brothers and street musicians and jugglers from across America in Robert Woodruff's lively production. (433 3800)

**Dust for One** (North Light Rep. 2300 Green Bay, Evanston): Tom Kempinski's slightly veiled story of the painful and frustrating accommodation of a concert artist to growing debility stars Eva Marie Saint. (889 1218)

**E. R. (Organic. 3319 N. Clark):** This hit-and-miss local company has a long-running success with an earnest parody of hospital-based melodrama, starring Gary Houston as an ambitious young doctor, Shuko Akune as the receptionist and Lily Monkus as the authoritarian nurse. (327 5588)

**London**

**A Map of the World** (Lyttelton): Brilliant new play by David Hare, set in a luxury Bombay hotel where a Unesco conference on world poverty has been convened. Chill, meticu-

lous production by the author has strong performances from Roshan Seth (Nehru in the film Gandhi) as an Indian novelist, Bill Nighy as a journalist and Diana Quick as the actress in the middle of an ideological showdown. (222 2252)

**Noises Off** (Savoy): The funniest play for years in London, now with an improved third act and a top-class replacement cast. Michael Bate-more's brilliant direction of backstage shenanigans on tour with a third-rate farce is a key factor. (836 0668)

**Valley Yak** (Astoria): Enjoyable pot-pourri of songs by Lieber and Stoller, evocative of the 1950s and '60s, and exuberantly performed by a Liverpool quartet of brothers and The Darts. (47 6553)

**The Real Thing** (Strand): Fascinating, enjoyable New Tom Stoppard play which examines a playwright's attitudes to work, music and love in characteristically well-written, complex fashion. A tone of serious levity is well struck in Peter Wood's production and the performances of Roger Rees and Felicity Kendal. (836 3600/4143)

## VIENNA

Vienna's English Theatre (421 260): *Arctic And Old Lace* (Daily except Sun)

Theater an der Wize (579 632): *Anastavka* (Daily except Mon)

## HOLLAND

Mickery Theatre, Amsterdam: *Slow Fate* by Mike Figgis, an unorthodox play featuring music and projection as well as actors.



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The size of word processor your company needs depends on one thing alone:

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## The size of the job at Zandra Rhodes.

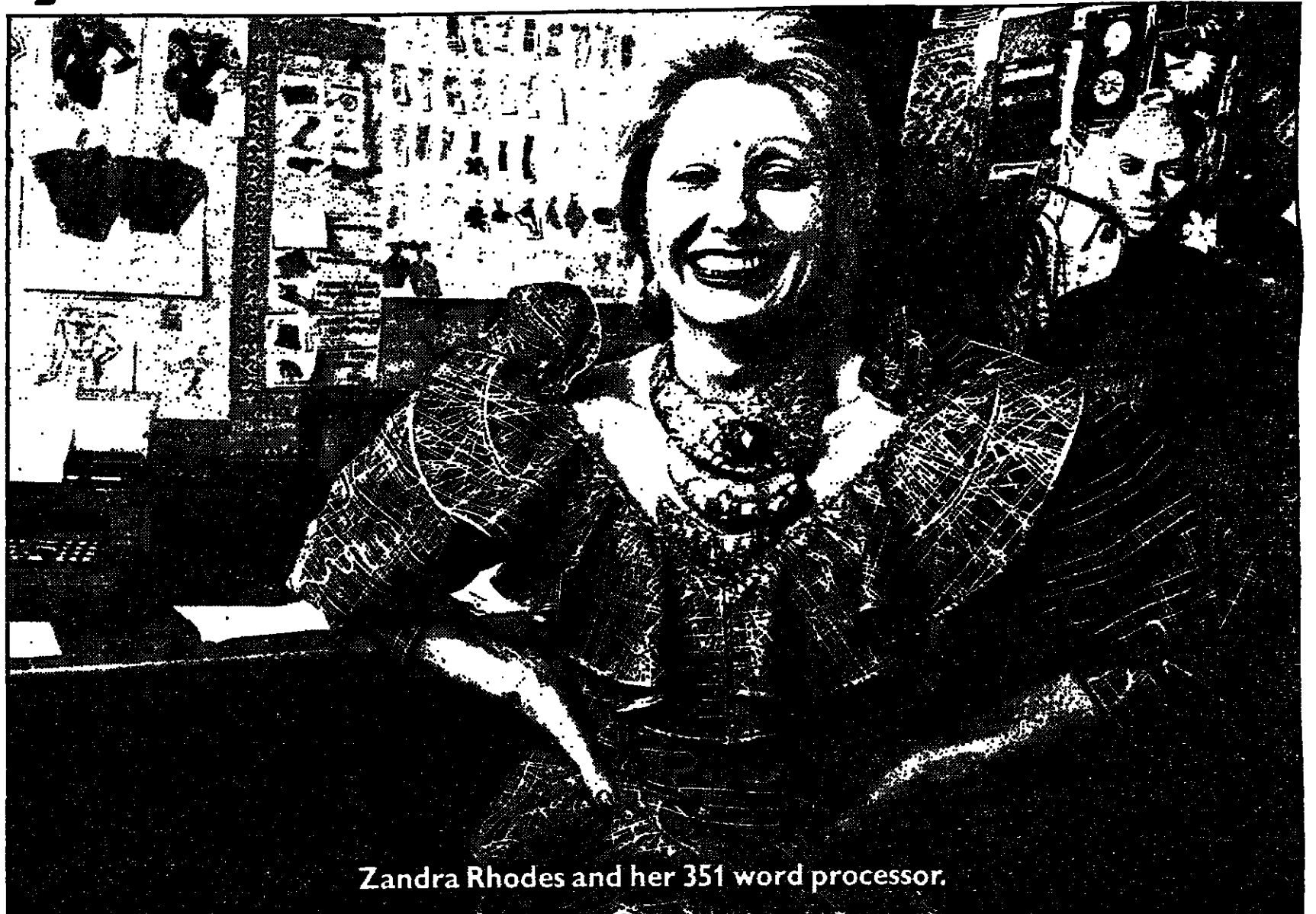
To make it as a fashion designer you have to become a 'name'.

Then you do a few shows.

If you become a big name you do more and more shows. And more and more travelling.

And more and more administration. And, you guessed it, less and less designing.

Unless, like Zandra Rhodes, you go back to



Zandra Rhodes and her 351 word processor.

the studio after the cocktails. Or before the cutters slope in next morning.

In desperation she turned to Olivetti and rented one of our word processors.

We recommended our 351. The first of our machines with a memory bank outside.

It has floppy disks which hold 32 pages each.

On one she's listed all her private customers. She can order the 351 to print out a mailing list by country, state or even city.

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If she needs to know the name of the editor of any fashion magazine in the world, her 351 will tell her at the push of a key.

Standard letters to model agencies, replies to letters asking for biographies, transparencies, donations, the 351 will rattle off replies changing names and addresses.

The only alteration she never has to make is a customer's measurements. They're far too confidential to entrust even to a machine.

"In any case," she grins. "Remember the first rule of fashion. Every dress is a size ten."

## The size of the job at Habitat/Mothercare.

Somewhere deep in the heart of the Habitat/Mothercare empire there is a huge computer.

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Instead, you'd see an Olivetti electronic typewriter, the 231.

As it happens, it does have a small memory, about seven pages' worth.

Enough, at any rate, for his assistant to record the minutes of design meetings.



Sir Terence Conran and his 231 memory typewriter.



She gives Sir Terence the first draft. He'll amend it, and she'll just change the few words or sentences in the memory bank, press a key, and the machine will print the revised version.

It'll also centre headings, and equalise the spacing of all lines (so the page reads like a book not like a letter).

Apart from this, however, it's our basic typewriter.

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But Sir Terence's assistant did say that since the merger, the meetings (and the minutes) are getting longer, so she has ordered one of our ETS 1010's.

Already, the other departments in the same office have threatened they'll steal it from under her nose.

It seems the Chairman may have to make a diplomatic decision fairly soon.

#### The size of the job at the National Theatre.

Few directors have as large a company as Sir Peter Hall.

Altogether there are around 700 people in the National Theatre, and they all want to know what's going on, on stage.

Imagine the production schedule!

Three theatres, up to fourteen plays, perhaps six directors and over a hundred actors.

Until they got one of our 1010 word processors they had to retype the whole thing every

or the deathless prose of actors' contracts.

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#### The size of the job at Milton Keynes.

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Let at least two factories. Sell twenty-five new houses (doing all the conveyancing themselves).

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The 221 which holds two lines and shows them on a small visual panel, around £7.50 a week.

The 225 to which you can add memory modules up to 32 pages, £16.25 a week.

Sir Terence Conran's 231 will cost £10 a week.

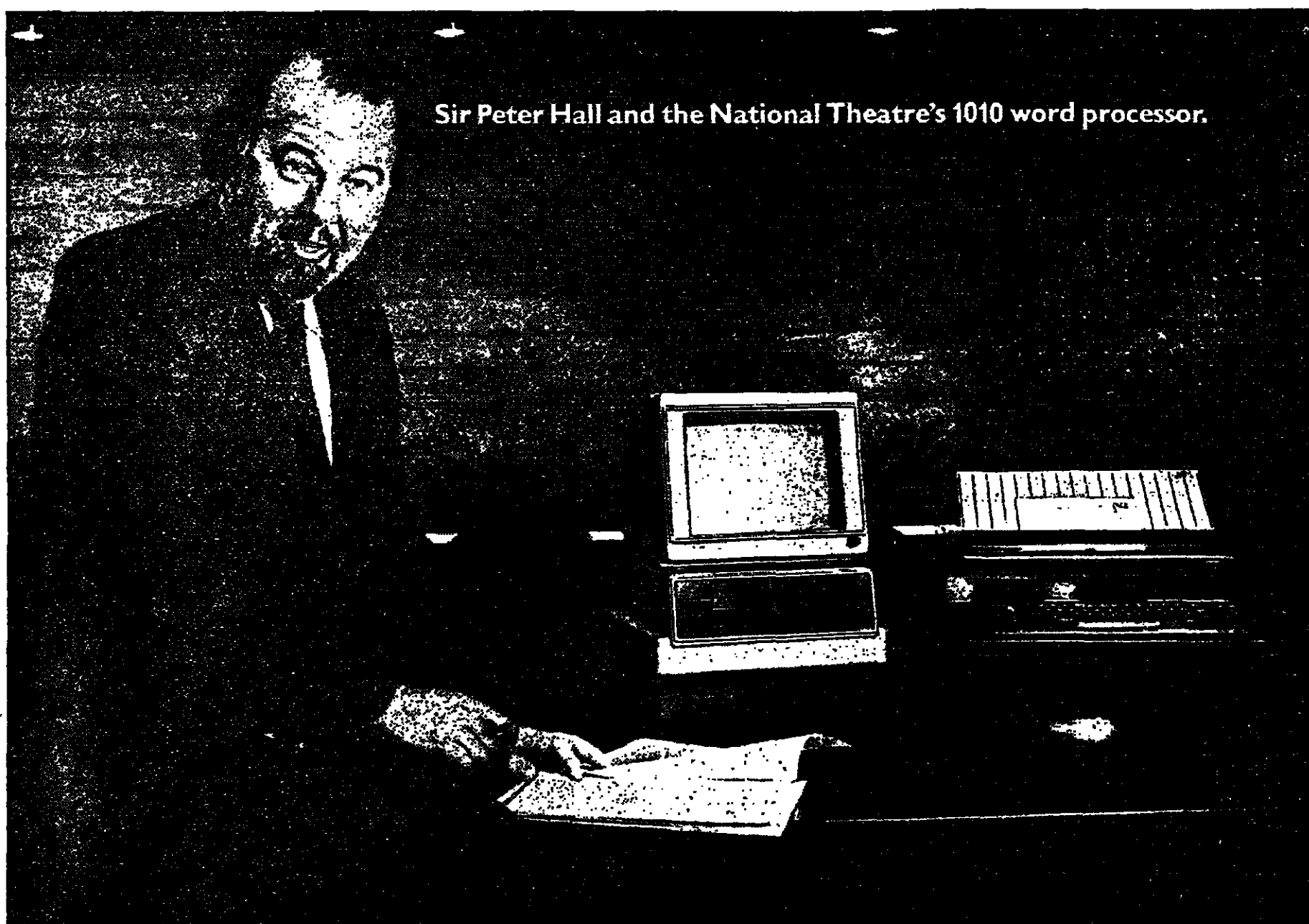
Next we come to our first word processor with memory store outside, Zandra Rhodes' 351. This will set you back around £18 a week.

While the National Theatre's ETS 1010 costs £30 a week.

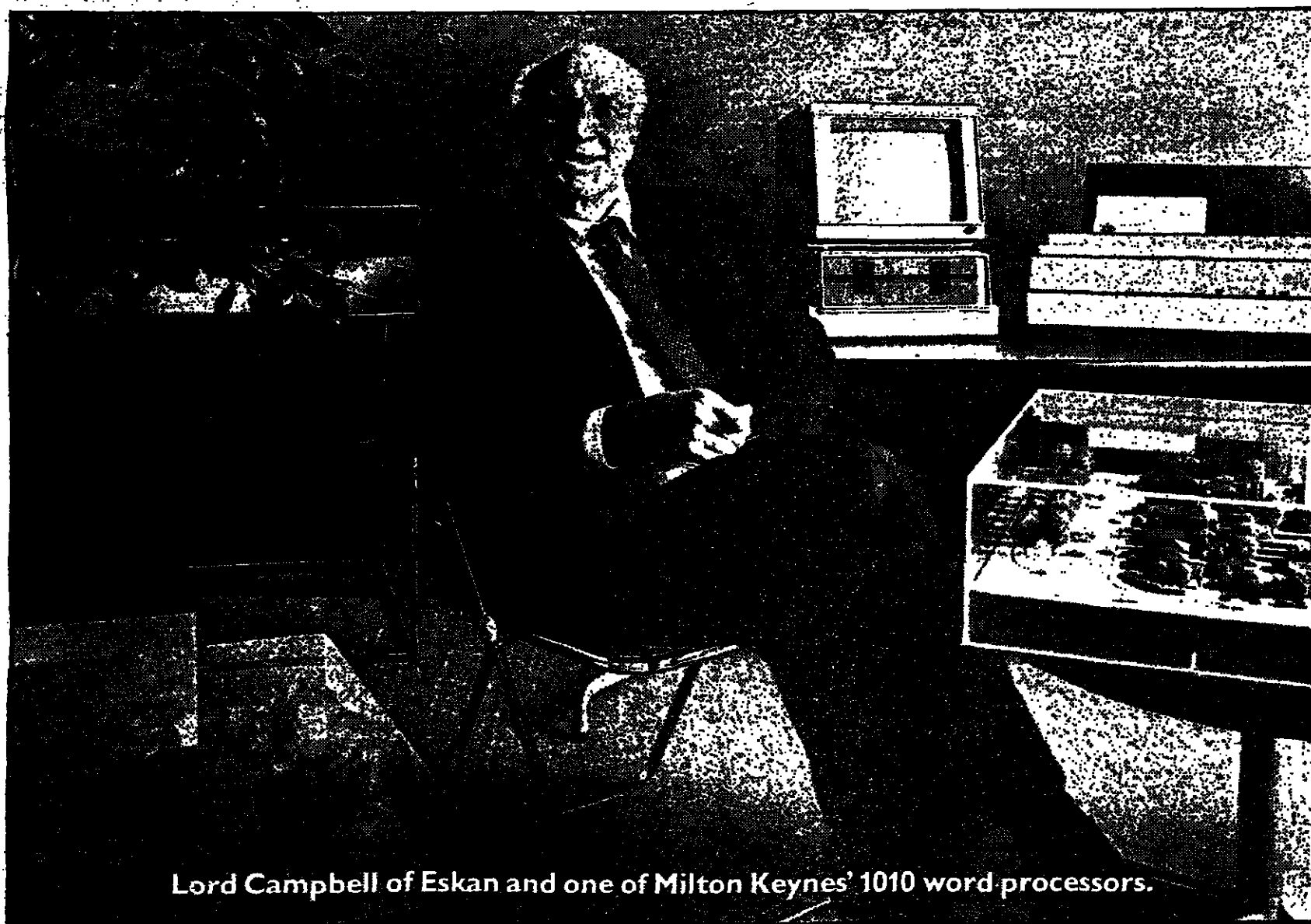
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Sir Peter Hall and the National Theatre's 1010 word processor.



Lord Campbell of Eskan and one of Milton Keynes' 1010 word processors.

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And if, in the middle of this, Sir Peter wants a change to page 53 of the new play he's rehearsing, they can use another clever idea:

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## FINANCIAL TIMES

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Wednesday March 2 1983

## The case for a boring Budget

IT IS some years since a Budget aroused so much anticipatory excitement as the one Sir Geoffrey Howe will introduce two weeks from now. Guesses that he will have up to £20bn to "give away," in the misleading popular phrase have been published, and there have been many voices, including one or two in the City, urging him not to be so modest. The Alliance has already denounced the Chancellor for electioneering. Our hope is that all these expectations will be disappointed.

The main reason is that circumstances have changed quite dramatically since many of these guesses were made, including Sir Geoffrey's characteristically down-beat estimate in his November statement that he would have room for a "fiscal adjustment" of £1bn. What is more, they are changing in an unpredictable way, and nothing is likely to happen in the next two weeks to lift the fog.

Sterling has fallen sharply since November. Its future movements will be strongly influenced by the oil price, which is itself unpredictable. The American economy is now enjoying the pleasures of a turn in the inventory cycle, and U.S. citizens are spending their long-delayed tax rebates; nobody knows how strongly this revival will be followed through.

**Instinct**  
There has never been a worse time, in short, for the kind of budget which claims to set the economy on a fixed course for 12 months to come. Sir Geoffrey has shown less inclination than any previous Chancellor to indulge in this kind of pomp, and this year at least, his taste for the low key is a virtue.

Sir Geoffrey's instinct, when so much else is uncertain, will be to stick to his medium term financial strategy. This has now become largely a matter of keeping public sector borrowing on its planned downward path regardless of circumstances. This is a bad long-term rule, for it implies squeezing the economy when revenues are weak and stimulating it when they revive.

For the present, however, the official £20bn target, compared with an expected out-turn of £5.7bn for the current year, looks about right. It does not imply any great change in fiscal stance. This may seem sadly lame compared with Opposition bids, and we would ourselves have argued for a more

generous stance as little as three months ago. Now we prefer to wait and see.

There are two reasons for this. First, it is still not clear that a fiscal stimulus works when financial policies are aimed to restrain inflation. Sir Geoffrey's first tax-cutting budget certainly did not stimulate the economy, and nor did President Reagan's.

This can be put down partly to mistaken monetary policies in both countries, and the forcing of interest rates and exchange rates that resulted; but even allowing for this, it is hard to believe that we need a bigger deficit to stop the money supply collapsing.

## Constraint

Against this uncertainty, to put it no higher, one other stimulus can be trusted to work: a lower exchange rate. It is for this reason that a large devaluation was the centrepiece of Mr Peter Shore's proposals. The market has now delivered the first stage of his programme; the fall has already produced the first big swing to optimism in the CBI trends survey for some years.

The economy, then, gives some ground for hope; and the longer-term revenue trends further ground for caution. The sharp fall in the oil price which is clearly possible would only bring forward a fall in oil revenues which is bound to constrain fiscal policy in the next Parliament.

Since we propose a modest total adjustment, we cannot urge a long list of measures. A further cut in the National Insurance Surcharge or its abolition, no longer seems so urgent, since the exchange rate has relieved the pressure on margins; this could come later. We would favour some further additions to public spending, especially on maintenance programmes which will have to be fulfilled sooner or later, since this has the maximum impact on employment; but the main thrust should be on incentives at the bottom of the scale.

A substantial increase in child benefits—which could be more substantial if they were also brought into tax—and some lifting of tax bands beyond indexation would strain the £15.5bn or so at Sir Geoffrey's disposal. To widen this scope a little, and to start on a necessary programme for later years, we would welcome some attention to tax expenditures, starting perhaps with tax reliefs for contractual saving.

## Guidelines for merger control

WHEN LORD COCKFIELD, Secretary for Trade, decided last week not to refer the Blue Circle bid for Aberthaw Cement, the reasons for the decisions were spelt out rather more fully than used to be the case in decisions of this kind. This is a step in the right direction. One of the objectionable features of current British merger policy is the extent of discretion in the hands of the Secretary for Trade, who is often unhampered either by strict rules (other than the vague public interest criteria set out in the 1973 Fair Trading Act) or even by the obligation to give his reasons for reference or non-reference decisions. Such an explanation is especially important in borderline cases like Blue Circle-Aberthaw Cement, where the industry is already highly concentrated and the take-over has the effect of increasing still further the acquiring company's market dominance.

A requirement to explain should contribute towards greater consistency in merger decisions, but it is not a substitute for fuller and clearer guidelines, applicable both to the pre-reference vetting process and to the deliberations of the Monopolies Commission itself. Guidelines will not move the need for careful analysis and judgment in each case, but they should provide a more coherent economic and legal framework within which decisions can be taken.

## Market power

It was for this purpose that the U.S. Justice Department issued new merger guidelines last year; they were designed to reduce uncertainty about which mergers were likely to be challenged on anti-trust grounds. The American guidelines focus on a single goal—to prohibit mergers which create or enhance market power, defined as the power "profitably to maintain prices above competitive levels for a significant period of time."

## Consequences

The guidelines reflect the Reagan Administration's belief that most mergers are good for efficiency and that too much government interference in merger activity is bad for the economy. Whereas the earlier guidelines saw value in halting a trend towards greater concentration, the new version does not object to concentration as such, since it may well lead to higher efficiencies. Some American economists go further and argue that the structure of an industry—the number of competitors and their market shares—has nothing to do with its performance.

The new U.S. guidelines are not the last word on the subject; there is still much dispute among economists about the economic consequences of mergers. But it is not necessary to share the Reagan Administration's views about mergers to see the case for a clear set of rules which will guide government merger policy. Such rules need not be inconsistent with the traditional British case-by-case approach to merger control. But pragmatism can be carried too far; a statement of principles is badly needed.

## Australia's general election

WHAT is happening in Australia? Despite their conservatism, it seems likely that in Saturday's general election, Australians will reject the Liberal-National Party coalition, partners that have governed for all but three of the last 34 years, and turn, instead, to the Labor Party, whose last spell at the helm ended with the traumatic dismissal of the Whitlam administration in November 1975.

If Australia does swing to Labor, it will be rejecting the country's second-longest serving Prime Minister, Mr Malcolm Fraser, and installing, in his place, a fiery, formidable former union boss, Mr Bob Hawke, who has only three years' parliamentary experience, is almost totally untested politically, and who took over the Labor leadership just a month ago.

The Liberals could still win, for Mr Fraser is famous for his last-gasp surges. But the evidence of the polls, and of the campaign to date, points firmly to a Labor win.

In part, this will be attributed to a seven-year itch—the belief that Mr Fraser has battled long, if not well, and should return to the pavilion.

In addition, there is a widespread belief that whatever the uncertainties over Labor's spending plans, or its prices and incomes accord with the unions, the country's record of strikes and wage inflation could hardly be much worse under Labor than under Mr Fraser.

Above all, a win for Labor would underline the extraordinary populist appeal—and remarkable achievement—of Mr Hawke, a man who is almost a walking cliché of the stereotype Australian: loud, aggressive, belligerent (but also intelligent), a one-time Oxford cricketer, a twelfth man and, according to the Guinness Book of Records, second in imbibing (he is now "off the grid") whose former bouts of drunkenness, and of belligerent despair were so exhaustively chronicled in a biography last year that he even the Prime Minister has been bothered to haul them out of the closet.

Mr Fraser called the election on February 3, citing "a concerted attempt by the trade union movement with the full support of the Australian Labor Party" to wreck the national wages pause introduced late last year.

As it was, Mr Fraser's election announcement coincided with a coup de theatre in Brisbane the very same day, where the parliamentary executive committee of the Labor Party was meeting a couple of hours before Mr Fraser's decision, and following months of criticism for his uninspiring performance as ALP leader, Mr Bill Hayden (known in Canberra as "whingeing Willie") decided to resign. He was at once replaced by Mr Hawke, a former president of the ALP, and of the Australian Council of Trade Unions (ACTU).

At once, Mr Hawke was into his stride with such a forceful attack on the Liberal record that Mr Fraser seemed shaken and nonplussed. As a result, the nominal election issues—unemployment and wage inflation—were at times lost from view as the Prime Minister, to the consternation of his colleagues, sought to bait the Hawke bandwagon with a series of "colourful" and "graphic" attacks (Mr Fraser's words) on Labor policies.

The claim that boomeranged most violently was an assertion by Mr Fraser that if it won power, Labor would "rob"

Australia's general election

## Mr Hawke, Mr Fraser and the seven-year itch

By Michael Thompson-Noel in Sydney



Bob Hawke (left): "Fraserism" the target. Malcolm Fraser (right): scoring mainly with the faithful



people's bank savings, making it safer to keep them under the bed. Mr Hawke's response was that there was no room under the beds because that is where the "Communists" were.

From the start, Mr Hawke's target has been "Fraserism," a word he delivers with a fearful Australian snarl that starts deep within his being. In Mr Hawke's view, "When the Fraser Government took office in late 1975, a new style of economic policy—monetarism—was introduced which was different not only from that of the previous Labor Government, but also from that of previous Conservative governments... Australia was used as a laboratory for experimenting with the untested theories of monetarism. More recently the Thatcher and Reagan governments have applied the same theories. In each of these countries, the result has been disastrous."

For Mr Hawke, the Fraser years were marked by contractionary budgets, deficit politics, high interest rates, falling living standards, a troubling unemployment (currently 10.1 per cent), high inflation (presently 11 per cent, against 12 per cent when Mr Fraser took office), a blind faith in market forces, and declining company profits—all of this, says Mr Hawke, in striking contrast to Mr Fraser's 1975 election claim that he would "turn on the lights."

According to the Labor leader, "each year, budgets were more contractionary, each year, monetary policy was tightened. By 1982 Australia had one of the most contractionary fiscal stances of any western industrial country, and the highest interest rates in its history."

Mr Hawke has also bitterly attacked what he calls Mr Fraser's divisive style of government—"underlying everything—the statistics of economic disaster, the roll call of broken promises, the scandals, the 18 Ministers who have resigned, retired early, been suspended or dismissed—are the politics of division... which threaten to poison the very wellspring of the national life, the true, decent, Australian way of life."

For his part, Mr Fraser has had little to say about the record of his government, though in Melbourne on the night of February 15, when launching his campaign, he did claim briefly that since 1975, the coalition's policies had "done much to rebuild Australia." The Liberal launch was at Malvern house, a suburb. It was a hot and muggy night—the eve of the deadly bush fires that were to cut such a swathe through south-east Australia the very next day.

Heavily made up for the benefit of TV, Mr Fraser looked as sombre as ever. It was a stumbling performance, though he scored points with the faithful.

In terms of economic policy, the unanimous view in Australia is that both sides have failed lamentably to put forward detailed, convincing platforms for economic recovery.

In Labor's case, Mr Hawke says his principal economic aim is expansion, recovery and reconstruction, aided by extensive capital works, tax cuts, and private sector aid. His target: to create 500,000 extra jobs by 1986, and the achievement of a 5 per cent growth rate. On Mr Hawke's figures, Labor's reconstruction programme would involve a net first-year addition to the budget deficit of approximately \$21.5bn (\$24.5bn) though most observers put the real cost higher.

In contrast, the Liberals' plans to stimulate the economy are far more modest, and are projected to add about \$570m to the 1983-84 budget deficit. However, the Government had already unveiled a series of job-creating national projects, which weaken its attempts to paint Labor as spendthrift, but which also weaken Labor's claim that the Government is still pursuing purely monetarist objectives. Projects already on the drawing board include a \$2.5bn bi-centennial roads programme, a \$350m Alice Springs-to-Darwin railway, and a \$460m water resources programme (an attractive vote-catcher, in a continent of dust, flies and drought).

In the view of Craig Emerson and Peter McCawley of the Australian National University in a recent article comparing the policies of the two contenders: "Both leaders have let the nation down... In a time of severe difficulty, neither of the major parties knows what to do..."

The main difference between the Liberals and Labor—apart from crucial differences in personality and appeal between their respective leaders—is their wages policies, for it is here that, despite widespread distrust of the power of the unions, Mr Hawke—in his role of peacemaker—has scored by reaching an accord with the ACTU that covers wages, non-wage incomes, taxation, prices and industrial restructuring.

For the Liberals, Mr Fraser has said that a re-elected Coalition Government would seek power, through a referendum, to introduce secret ballots for all trade union elections, plus wider reforms to deal with strikes in key industries. But he has not

said what would replace the current Fraser wages pause, nor answered the criticism that the central failure of his administration is that in seven years, it failed to produce any improvement in industrial relations.

Mr Hawke's agreement with the ACTU proposes price surveillance machinery, and a return to centralised wage fixing. The Government, has claimed that the ALP has "sold out" to the unions; that the ALP-ACTU pact will produce state control on a scale not before seen in Australia, and that unemployment and interest rates will suffer grievously. However, Labor's eight to 10 per cent lead in the opinion polls indicates that voters are ready to try Mr Hawke's conciliatory approach. This mood was clearly to be seen in the Western Australian state election two weeks ago, when Labor won by a landslide, despite attempts by the state Liberal leader, Mr Ray O'Connor, to summon up the spectre of Australia as a "centralist, socialist republic."

This is not a vision of Australia shared by the voters—nor, in the main, by business, which despite traditional protectionist lobbies (vigorously fanned by Government ministers) now accepts the likelihood of a Labor win.

Mr Hawke says his approach to business will be "consultative"; that Labor is determined to help the steel industry; that there will be no increases in company taxation; that current trade protection levels will stay in place; that although Labor has a clear perception of the need for foreign investment, "the normal assumption will be that the majority ownership and control of our resources should be in the hands of the Australian people"; and that Labor policy recognises that the "welfare of the great majority of employees depends on a healthy private sector."

One view of prospects for business and investment under Labor is that put forward by Mr Ian Worner, investment manager of the Australian Mutual Provident Society, the country's largest life office and largest non-government investor.

In Mr Worner's view, "Australia has huge natural resources, and is an efficient producer. World demand will recover. Fundamentally, we don't believe that any government—of any persuasion—can do too much that will prejudice the rewards accruing to Australia through its own resources. However, there is some concern about just how Labor will do all the things it wants to do in terms of its accord with the unions, and yet at the same time invigorate corporate profitability and encourage investment. Attention to that should be an early priority for Labor."

Unintentionally, a comment like that echoes a view often encountered in Australia—the belief that its wealth of minerals, energy and land is so great that it will be well into the next century before it really needs to lower its trade barriers, boost its manufacturing, sharpen up its work practices, and knock sense into its unions.

An idea like that sounds heretical to visitors from the impoverished northern hemisphere, but in a land of sun, sin and footie-tab (the latest gambling invention), of barbecues and drive-in bottle-shops, and where royalty is called Chippell, it can be as soothing as the surf on Bondi beach.

## Men &amp; Matters

## Superted

Yesterday was St David's day and superted the suggestion daffodil in my button-hole, I nibbled at a Welsh lamb chop and watched video re-runs of the adventures of Superted.

Just a year ago Sianel 4 Cymru (Channel 4 Wales, or popularly S4C) was launched as a bilingual Welsh-English TV channel. Since going on the air last November it has confounded its critics by becoming a runaway success—while hyped TV innovations such as Channel 4 and TV-am are struggling for acclaim or even recognition.

Superted was created by Wales' first animation house run by Mike Young. This Teddy bear with special powers—beneath his fur is a superman outfit—has already done more for the regional regeneration of Wales in his brief career than the combined efforts of the coal and steel industries and the Welsh Office.

Superted is reckoned to have created 200 new jobs in Wales in the past few months, making

the cartoons and making products for the merchandising industry which is reaping built on the back of the character.

S4C is setting up a subsidiary to market Superted products. Of the 2.7m Welsh population about 20 per cent speak Welsh nowadays. About half of that minority watches S4C. It is a resounding success for a TV channel born out of dispute—one supporter threatened to fast to the death for it—and rescued by the pundits as sure fail.

Now the channel's problem is one of success. By usual TV standards it already has a saturation audience after just four months.

## That's show biz

As the dispute between Britain's thespians, the advertising moguls, and the commercial TV stations, over the rate for the job rumbles on Rank Xerox has found its own alternative to live actors.

The stars of its new show which opened yesterday at the Lyric Theatre, Shaftesbury Avenue, and which will run for a month to packed houses, are its new "10 Series" computer-controlled copiers.

Appearing at no extra expense in no fewer than 16 versions they take the stage supported by a lavish audiovisual entertainment.

When planning the launch of the new machines, chairman Hamish Orr-Ewing and his American managing director Paul Allaire, pondered the question: what do you do when you have traditionally dominated the market but now the opposition is starting to snipe at your heels? The answer, they concluded, was publicity—and plenty of it.

So, regardless of expense, nearly 200 journalists from every European nation between Finland and Spain were flown into London yesterday to attend the first performance of the

new copiers. Later the scribes were to be found being briefed in twelve languages at separate lunches in private rooms at the Cafe Royal.

After playing London, the Xerox show is booked for a tour of the European capitals, for the campaign, he did claim briefly that since 1975, the coalition's policies had "done much to rebuild Australia."

The Liberal launch was at Malvern house, a suburb. It was a hot and muggy night—the eve of the deadly bush fires that were to cut such a swathe through south-east Australia the very next day.

## Poetic notice

They do things differently in China. A recent sign that Marshal Ye Jianying, the frail 85-year-old Chinese head of state, has come round to the view of his younger colleague Deng Xiaoping (effectively China's leader) that it is time for him to retire is the publication of a book of Ye's poems with an introduction by Deng.

Ye likes poetry and the good life. He also likes power. In spite of failing health he has clung to top positions in state and party hierarchies.

Now it seems the veteran official—one of the last survivors from the revolutionary era—is preparing to step aside as chairman of the standing committee of the National People's Congress—China's parliament.

That position confers on the marshal the title of *de facto* head of state.

He presided at the last session of parliament. But so decrepit was he that he needed assistance to perform simple ceremonial tasks such as standing up for the playing of the national anthem.

The aged warrior has been dropping hints for some time that he is about to retire. But in a perverse way he has not appeared prepared to fulfil the predictions.

## Campaign medals

Since nobody else seems to be rushing to decorate them for their sterling services, Euro-MPs are planning to award themselves silver medals before next year's parliamentary elections put their seats at risk.

Strasbourg's parliamentary management committee has approved the idea, which royal jewellers Asprey reckon will cost more than £30,000 if all 434 MEPs are to get a two-inch diameter medal, suitably engraved.

But Labour MEP Richard Balfe has written to the Parliament's president Piet Dankert urging him to quash the plan. "It smacks of corruption," says Balfe. "Members of the last European Parliament were presented with gold medals, now estimated to be worth £2,000 each."

"The excuse for presenting the medals is that it is a continental tradition—but it is one we can do without."

## Fancy that

Overheard at a Camberwell bus stop: "She says she suffers from hallucinations—but I think she's just imagining it."

Observer

## MISSING LINK

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Ian Hargreaves on the anti-nuclear resurgence

## CND ponders where it goes from here

ABOUT ONE thing, the Government and the Campaign for Nuclear Disarmament are agreed: 1983 will be decisive in the debate over Britain's nuclear defences.

By December — falling a dramatic breakthrough in the Geneva talks — the first American cruise missiles will be installed at Greenham Common, initiating the most significant modernisation and extension of British nuclear strike-power since the launching of the first Polaris submarine in 1966. At the same time, the Government is pressing ahead with the replacement of Polaris by the American-designed Trident system.

This year may well also see an election in which Britain will choose between Mrs Thatcher and a government led by a founder member of CND, Mr Michael Foot. Recent Government behaviour, from the appointment of the persuasive Mr Heseltine as Defence Secretary to fiery speeches on disarmament by Mrs Thatcher herself, not to mention other plans for anti-CND propaganda, indicate the seriousness with which the Government is now taking the CND challenge.

CND's leaders, naturally, are more than content with this prospect. But all that buoyancy, fundamental questions remain about the staying power of the organisation. Does it have a strategy? How is it organised? What are its internal divisions? How does it relate to the eastern bloc? And above all, as one of its founders, Mr A. J. P. Taylor, the historian, asked scurily in an article celebrating CND's 25th anniversary this month: "after the enthusiasm and the mass marches, what are they to do? More meetings, more marches and so on?"

CND's revival, along with the growth in peace movements in Germany and the Netherlands, sprang from the Nato ministers' agreement at the end of 1979 on a "twelve-point strategy of at once negotiating with the East while still preparing to install in Europe a new generation of land-based missiles, cruise and Pershing.

Since 1980, CND's national membership has grown from 9,000 to over 50,000, with more new recruits last year than in the previous decade. The cam-

paign now has 28 employees packed into its cramped North London headquarters and an annual income in excess of £400,000, not counting £200,000 from the sale of books and peace paraphernalia.

Meanwhile, the disarmament spell has again fallen over the Labour movement. The Labour Party has for three years in succession voted at its annual conference to abandon nuclear weapons and to rid Britain of American nuclear bases. In the last two years, the annual Trades Union Congress has done likewise. Only two important unions, the Engineers and the Electricians, remain opposed. (There are also now 140 Labour controlled authorities which have declared themselves "nuclear-free zones.")

We cannot be written off as a fringe people, says Monsignor Bruce Kent, the smooth and diplomatic Catholic priest who is CND's general secretary.

The ghost in CND's cupboard, however, is the knowledge that the campaign has been at this point before.

The circulation of *Sanctity*, CND's magazine — not a perfect barometer, but the only one we have since CND did not establish a membership roll until 1968 — reached 45,000 in 1980, a level to which it has only just returned. It was also 1960, of course, when the Labour conference also backed unilateral disarmament, only to reverse the position a year later, preparing the way for the 1964 Wilson Government whose lack of sympathy towards CND, coupled with the Partial Test Ban Treaty of 1963, sent the disarmament movement into headlong decline.

Perhaps even more important, as noted by a newly published official history of CND, in March 1959, 30 per cent of Britons wanted to ban the bomb. Even the most favourable polls in the past year have shown this figure falling to 10 per cent. CND is actually making no progress.

This time, however, the peace people say there are big differences. Although the organisation has developed into a think-tank and pressure group for the principle of a re-united

direct action, as there was in Bertrand Russell's day.

CND's hold on the Labour Party is also much tighter now. Apart from Mr Foot's personal commitment, there are 120 MPs (over half the Parliamentary Labour Party) in the Commons CND group and there is a narrow pro-CND majority in the party's national executive. The Shadow Cabinet remains unsympathetic, but with Mr Healey now publicly opposed to Cruise, it seems certain that unequivocal promises to scrap both Cruise and Trident will feature in the Labour election manifesto, coupled perhaps with a less specific pledge to think about phasing out Polaris in return for Soviet missile reductions. Clearly there is still plenty of room for fudging, but less room than in 1964.

CND would, however, like to shed its Labour Party image, even though an internal survey found that 68 per cent of its members vote Labour. In the same way, it would like to be less middle class — the same survey found that its members are overwhelmingly either students (about 20 per cent) or professionals below the age of 40.

Another important debate within the movement concerns strategy towards the Eastern bloc.

CND's approach is that given the opportunity it should preach its message to anyone willing to listen, even when the hall is filled by the paid men of the official Soviet Peace Council. Mr Kent addressed the council in Moscow in October, despite the lack of both of sympathy and complicity. His line, typical of CND as a whole, is to avoid complex arguments about foreign policy and military balance, stressing the danger of escalation and the dangers and immorality of nuclear stockpiles.

Another important British-based group, European Nuclear Disarmament (END), has under the leadership of the charismatic left-wing historian, Prof E. P. Thompson, pursued a different course.

END began life in 1980 as an appeal for all nuclear weapons, including Russian weapons, to be removed from Europe. It has developed into a think-tank and pressure group for the principle of a re-united



Michael Foot and journalist James Cameron on early CND march

Europe, freed from domination by the super-powers. It is here that the campaign seems a real prospect of victory. Public opinion polls have consistently shown a majority of British people are opposed to both these weapons systems, although how much of this opposition might evaporate if the Government came up with a promise of a "dual key" for cruise is debatable.

CND, however, has much running for it on Cruise and Trident. The growing U.S. Freeze campaign has agreed to take up the attack on Cruise and Pershing in Congress. In Europe the outcome of the German elections on March 6 will be critical. If Herr Vogel wins, and even more so if the Greens secure a voice in the Bundestag, the debate about Cruise and Pershing would be blown wide open.

Whatever happens, 1983 will certainly be a year of marches probably of record size as meetings and rallies continue to be better and better attended. The problem is that CND has to go on getting still bigger marches and meetings and better ratings in the opinion polls knowing that even this far from guarantees it victory at the political level.

*"The CND Story"*, Edited by J. Minion and P. Bolsover, Allison Jay, Hovey, 25.50 (hard book), £1.90 (paper).

## World economy

# The gloomy economics of Willy Brandt

By Michael Beenstock

THE MAJOR thrust in the Brandt Commission's second report is a call for a co-ordinated expansion of the world economy. The commission's thesis may be summarised as follows. Counter-inflation policies in the industrialised countries are responsible for the world recession and high real rates of interest. The recession has adversely affected Third World export earnings both directly and indirectly via the depressive effects of the recession on commodity prices. Squeezed between rising real interest rates on their debts and lower export earnings Third World countries have been suffering financial distress. In turn Third World countries have been forced to deflate and this has fanned the recession among the industrialised countries as Third World imports fall. If the financial distress turns into a full-blown crisis the world banking system will be threatened and the rich countries will be pulled down by the poor countries.

The commission, in failing to consider the possibility of a spontaneous recovery in the world economy, takes for granted the need for expansionary policies on the part of industrialised countries. In addition the commission proposes massive expansions in the resources of the IMF and the World Bank. In particular it calls for a doubling of IMF quotas, increased SDR allocations of SDR 10-12bn per year and it moots an increase in IMF resources under the General Agreement to Borrow (GAB) of \$10-\$11bn.

More generally it suggests that the IMF should evolve into a world central bank that is capable of undertaking contractionary world monetary policy. The expanded resource base of the IMF would be used to relieve the financial distress of Third World countries and is a crucial element in a world recovery programme. In short the commission represents the global Keynesian viewpoint.

In his capacity as chairman of the IMF interim committee, Sir Geoffrey Howe has now won agreement to raise IMF quotas by 47½ per cent and to increase resources under GAB by 165 per cent. In practice this will raise IMF resources by another 80 per cent to a new total of about \$100bn.

The GAB increase is in line with the commission's proposals but the quota increase is only half as much as Brandt proposed. Nevertheless in the spirit of Brandt, Sir Geoffrey summarised the agreement as "an important contribution to cultivating recovery in the world economy" that would enable the IMF to aid countries with "serious accumulation of debt."

If everything remains the same an expansion of IMF resources constitutes a net increase in global liquidity and

therefore adds fuel to global inflation. To a "monetarist" such as Sir Geoffrey all this should be familiar territory.

Expanding IMF resources is analogous at the global level to an expansion of the money supply at a national level. Thus it would seem that Sir Geoffrey is "monetarist" at home but Keynesian abroad and that he has accepted the central thesis of Brandt.

Is there any justification for this schizophrenia? Are the principles by which the world economy functions any different from their national counterparts? I don't believe so.

In my book *The World Economy in Transition* I have argued against the simplistic view of the Brandt Commission that the plight of the Third World is the consequence of economic developments in industrialised countries. Indeed, the spectacular growth record of Third World countries since the mid-1960s has forced adjustment problems on the industrialised countries and is likely to continue to do so in the future.

Moreover, Third World indebtedness has, by and large,

underpinned this spectacular growth record and must be viewed as part and parcel of the process of economic development. What is going on at present is a liquidity crisis rather than a solvency crisis which is therefore likely to be a temporary problem. As global inflation is squeezed out of the system real interest rates will tend to abate and financial distress in the Third World will ease. At the same time global policies of sound money and the associated permanent reduction in world inflation will trigger a spontaneous global economic recovery as real wages, real interest rates and real stocks of wealth and money balances revert to normal levels.

This spontaneous recovery will be assisted by the lower level of commodity prices about which Brandt complains. Lower commodity prices increase profits in the industrialised countries thereby providing a supply side recovery. But once the recovery occurs real commodity prices will rise to their normal levels and this will further ease financial distress in the Third World.

The collapse of Opec, should it occur, will reverse to some extent the damage of the 1970s and the world recovery will be further enhanced, although countries such as Mexico, Nigeria and the UK will undoubtedly suffer. If, however, the lurch to protectionism continues all bets on a recovery are off.

This analysis leads me to the conclusion that present policies to strengthen the IMF are mistaken. We are in the process of nurturing a world central bank conceived in the spirit of sound money. We are being panicked by the short-term into institution building that we will regret in the longer term. Since the collapse of the Bretton Woods system of pegged exchange rates the IMF has been looking for a new role. Sir Geoffrey and Herr Brandt seem to be helping it find one.

Michael Beenstock is Professor of Finance at the City University, London. *Cambridge Crisis: North-South Cooperation for World Recovery*, Pan Books, 1983. *The World Economy in Transition*, George Allen and Unwin, London.

## Letters to the Editor

### New thinking about company pension schemes

From the President, Society of Pension Consultants.  
Sir—We have been following with much interest the reports by Eric Short of new thinking in political circles about pensions (February 21, 22 and 23). Perhaps I may summarise the following comments.

Most UK occupational pension schemes have evolved through negotiation to a design which, particularly in times of high inflation, tends to favour the stayer rather than the leaver: only the stayer who serves most of his working life with his last employer can aspire to the popular expectation of a pension equal to two-thirds of final pay.

The lot of the leaver can be improved only by finding additional resources, or, at the expense of the stayer, by redistribution of existing resources. The society has long advocated that if legislative

intervention were ever enacted it should extend only to redistribution.

The proposal that employees should be given the right to choose between joining a company pension scheme and making their own arrangements could certainly result in a redistribution of resources if employees could be persuaded to apply for the benefit of each employee, the uniform percentage of payroll currently paid to the company pension scheme but applied therein more for the benefit of stayers than leavers. Such a move could be popular with younger members but would be very unpopular with their older colleagues.

The resulting redistribution would be haphazard. It is difficult to see how, in practice the government could avoid the diversion of some resources from pension purposes altogether as some employees

fail to make private provision. Some stayers could receive larger benefits than at present which would reduce the remaining resources available for other members.

All of this ignores the loss of economies of scale and the additional administrative costs which would result from such a system.

The society would not suggest that current pension provision is incapable of improvement. We know that there are anomalies and faults, but we are convinced that ways of correcting them are available within the existing framework without the need for actions which could undermine the foundation of occupational pension provision and result in greater anomalies than exist at present.

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### Pakistan's nuclear policy

From the Minister (Information), Embassy of Pakistan.  
Sir—This refers to Prime Minister Indira Gandhi's interview given to Messrs Cass and Elliott (February 25) in which she is reported to have questioned the peaceful nature of Pakistan's nuclear programme.

Any suggestion from any quarter that Pakistan has plans to make nuclear weapons, overtly or covertly, is baseless. Times out of number, President Zia-ul-Haq has categorically declared that Pakistan will not make atom bombs.

As a sovereign state and as an oil-short developing country, we have every right to acquire nuclear technology and we are doing it — but solely for peaceful purposes. Our 137 Mw nuclear power plant at Karachi (KANUPP) is under the safeguard system of the UN's Vienna-based International Atomic Energy Agency. Recently, we have upgraded the safeguards there in compliance with the suggestion of the IAEA. Pakistan is building a 900 Mw nuclear power plant at Chashma in the Punjab and it will also be under the safeguard system of the IAEA. Pakistan is making a small quantity of nuclear fuel to feed KANUPP but it is non-weapon-grade. Unlike atom which exploded a nuclear device in 1974, we have neither exploded such a device nor do we plan to conduct a nuclear explosion.

Qutubuddin Aziz,  
35, Lourdes Square, SW1.

### Damages and a jury

From Mr D. Moorhouse.  
Sir—As the solicitors who acted for the plaintiff in the case of *Blackshaw v Lord* and *Daily Telegraph*, we were a little perturbed at the account of the Court of Appeal's unanimous decision contained in the *Justian* column of February 28.

We would wish to point out that you have omitted any reference to the comments made by Lord Justice Stephenson that the *Daily Telegraph* had brought a large award of damages on themselves by the course of action they had chosen to take, and that the jury had shown their approval of this course as they were entitled to do. The other two Law Lords took a similar view.

We consider that this was a highly relevant factor in this particular case in respect of the amount of damages and that this was not reflected.

D. L. Moorhouse,  
Trower, Still & Keeling,  
227 Strand, WC2.

### Record underwriting losses

From the Director, Centre for Insurance Research, City of London Polytechnic.

Sir—The record underwriting losses of Commercial Union, reported by Eric Short (February 23) yet again confirm my view that the structural changes affecting the industry must be reviewed to review their long-term objectives and consider strategic questions about the future role of private insurance in society as well as the future role of the composites in underwriting as distinct from investment management.

For too long now, a variety of cyclical, seasonal and competitive factors have been cited as the cause of the industry's invariably poor underwriting results. Firms' responses vary, but most seem convinced to trim here and tack there. At the same moment growth strategies are abandoned and cost-cutting exercises adopted with little view of the longer-term state of insurance demand or of the insurance market and little view of a firm's best organisational shape or the decision-making methods and hardware likely to lead to the radical evaluation of insurance as one field of risk management.

Without these changes of focus and attitude, the UK general insurance industry, including Lloyd's, will continue to lose ground here and abroad.

Peter Franklin,  
School of Business Studies,  
84, Moorgate, EC2.

### The new issue mechanism

From Mr D. Fanning.

Sir—The whole new issue mechanism in British capital markets is creaking with age and replete with inappropriate. There is a crying need for a fundamental examination of the way in which new issues are offered to investors, and there is an urgent need for sponsors to have regard to a proper understanding of the nature of the markets for shares.

Having regard to the debacles and misdeeds of the past five years or more, the time is appropriate for a thorough and wide-ranging review of the new issues market, its structures and practices, and the legal and regulatory provisions associated with the marketing of company shares. Might it not be in the best interests of the capital markets and their reputations for the Council for the Securities Industry to initiate, fund and implement the findings of such a review?

David Fanning,  
Department of Business Administration and Accountancy,  
University of Wales Institute of Science and Technology,  
Colum Drive, Cardiff.

### Tuning regional incentives

From Mr R. Musgrave.

Sir—Regional incentives certainly need to be tuned much more finely to local unemployment levels as Councillor McCallum (Feb. 23) and Mr Scholes (Feb. 23) point out. There are, however, major flaws

in their other claim, namely that regional incentives should be more selective in other respects; and there are rumours that the Department of Industry is making this sort of move.

The attraction of selective aid for councillors and bureaucrats is the power it gives them; but the vast majority of such individuals are not qualified to make large industrial decisions. Furthermore, selective aid is all too liable to political influence and regional aid which is purely political in nature has resulted in a complete economic shambles in several instances.

Unselective aid makes all firms in the problem region more competitive and leaves it to the market to decide what jobs are created as a result. I do not believe that bureaucrats or politicians can out-perform the market. If they could, they would, and make themselves rich.

When bureaucrats do give selective aid, selection is largely on the basis of the latest economic fad. Ten years ago they were pouring money into white hot technological capital-intensive projects. There are no prizes for guessing what Councillor McCallum now favours: the fad of the early 1980s, namely "small firms."

Mr Scholes makes a further criticism of broad regional incentives which is invalid: broad incentives pump relatively large amounts of money into projects which would have happened anyway. True, they do; but such expenditure costs the nation nothing in real terms. It is what economists call an exchequer cost and not a resource cost.

R. S. Musgrave,  
24 Garden Avenue,  
Framlington Park, Moor,  
Durham.

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## London banks sued in Calvi row

By James Buxton in Rome

THE LIQUIDATORS of Milan's defunct Banco Ambrosiano have issued writs against two London banks for not returning deposits in foreign currency which it placed with them.

The two banks subject of writs presented to a Milan court are Williams and Glyn's and AP Bank. In each case the London banks had asked the liquidators to return deposits which they in turn had placed with subsidiaries of Banco Ambrosiano in Luxembourg and in Lima, Peru.

The writs appear to concern back-to-back deposits, which Banco Ambrosiano, headed by the late Roberto Calvi, organised with foreign banks as a way of transferring funds to Ambrosiano subsidiaries without attracting the attention of the Bank of Italy, the Italian central bank.

Ambrosiano recorded the transaction as inter-bank deposits.

Deposits were made with foreign banks, which then placed equivalent amounts with Ambrosiano subsidiaries abroad. The Bank of Italy believes between \$200m and \$250m was placed in this way.

In the case of Williams and Glyn's, some \$150m was deposited by Banco Ambrosiano on May 7 1982. It expired three months later on August 27, after Banco Ambrosiano had gone bankrupt.

The British bank then refused to return the money to the liquidators of Banco Ambrosiano, on the grounds that it had made a corresponding deposit with Banco Andino in Lima which has not been paid back.

Banco Andino was a subsidiary of Banco Ambrosiano Holding, which is based in Luxembourg.

AP Bank received a deposit of SwFr 5m (\$2.47m) on November 27 1981, according to the writ. Return of the funds was refused on August 26 1982, and AP Bank asked for the return of a corresponding deposit with Banco Ambrosiano Holding.

Banco Ambrosiano's liquidators have refused to take responsibility for the debts of Banco Ambrosiano Holding, or of its Lima subsidiary, on the grounds that Banco Ambrosiano Holding was not a wholly-owned subsidiary of the Milan bank and that it came under different legal jurisdiction.

The latest writ adds to the network of legal actions involving Banco Ambrosiano subsidiaries.

At the end of last week, foreign creditor banks of Banco Ambrosiano decided to sue the Nuovo Banco Ambrosiano, its successor, for repayment of several hundred million dollars' worth of loans and back interest which the liquidators have refused to pay back.

No writ has yet been issued, but Nuovo Banco Ambrosiano is confident that it is not legally liable for the debts of the foreign subsidiaries.

Nuovo Banco Ambrosiano paid out just over £1,000m last autumn to satisfy Banco Ambrosiano's direct creditors.

## German banks rescue Bremen shipbuilder

BY STEWART FLEMING IN BREMEN

A CONSORTIUM of West German banks, headed by Bremer Landesbank and Commerzbank, have agreed to rescue Bremer Vulkan, the Federal Republic's largest shipbuilding company, from a liquidity crisis, which was threatening to force it into bankruptcy.

A spokesman for Bremer Vulkan, which has some 4,000 employees, said last night he was authorised by the banking consortium to announce that the banks would make available additional funds to the company to enable it "to overcome its acute liquidity crisis."

He was unable, however, to disclose details of the proposed rescue package. The only outstanding condition, he said, was that the parliament of Bremen city state should also approve the rescue terms. He suggested this was a foregone conclusion.

In a dramatic move last night, the city government said it was ready to pump up to DM 40m (\$16.45m) of additional funds into Bremer Vulkan in order to ensure the company's survival, provided Bremer Vulkan's bankers would match this proposal.

Herr Hans Koschnick, the city's governing mayor, said Bremen would provide the shipbuilding company, in which it has a stake of more than 25 per cent as a result of an earlier rescue package, with bridging finance of DM 28m to cover the construction costs of two merchant ships.

It would subsequently transform this finance into an equity share in the ships and provide DM 12m of running costs guarantees, provided the company's bankers would match the city's offer with similar finance.

The urgent rescue move for Bremer Vulkan was required following last month's decision by a Greek shipowner, the Konkar Group, to cancel its order for two multi-purpose freighters priced at just over DM 100m each.

A new purchaser for the ships, a West German tax shelter fund, has been found but the fund is not prepared to pay the same price as the Konkar Group. This, coupled with

kan's bankers would match this proposal.

The rescue move will be seen primarily as a step which will give Bremer Vulkan a breathing space rather than provide it with a long-term solution to its problems.

Already plans are under discussion for mergers among the largest West German shipyards, including Bremer Vulkan and its local competitor, Weser AG.

These plans are aimed at cutting West Germany shipbuilding capacity in the face of the dramatic worldwide slump in new shipbuilding orders.

Such a major restructuring move, however, is expected to take several months to work out and to require the participation of state governments in Northern Germany and the Federal Government.

Bremer Vulkan's immediate liquidity problems needed a prompt solution, which the company says has now been reached.

## WestLB omits payout despite recovery in 1982 earnings

BY JOHN DAVIES IN DÜSSELDORF

WESTDEUTSCHE LANDESBANK, West Germany's third biggest bank, has made a sharp recovery after two years of serious financial strain.

The bank, however, is omitting a dividend for the third consecutive year as a precaution to strengthen its reserves against possible loan losses.

WestLB, including its home mortgage division, has provisionally reported operating earnings of more than DM 800m (\$329m) for 1982, while the group, with its German and foreign subsidiaries, earned nearly DM 1bn.

Executives at the bank's Düsseldorf headquarters said the results were more than double the 1981 operating earnings if these were calculated on the same basis - taking account of interest and commissions earned, mortgage lending, and bond trading activities.

Herr Friedel Neuber, chief executive, said the bank had benefited from strong demand for building industry credit and favourable interest-rate trends.

The bank was also strengthened, he said, by DM 1.125bn of new capital injected last year, mainly from the North-Rhine Westphalia state government. The state government now has a 43.5 per cent stake, savings banks a third and local authorities the remainder.

WestLB executives expressed confidence that the bank's provisions were more than adequate to cover the projected write-off of loans to the ailing electrical group, AEG, as well as international risks.

Herr Neuber said he believed interest rates in West Germany would resume their decline - a trend that has enabled the bank to scale down its heavy burden of long-term lending financed by its own borrowing at high short-term rates.

Herr Neuber took over at WestLB in 1981 as the bank was facing severe difficulties involving mismatched interest rates and the writing down of the value of securities.

As well as seeking further shareholder equity, the bank has been forced to realise some investments, including stakes in Philipp Holz-

mann, the building concern, and Preussag, the metals and energy group. With the improvement in the bank's position, however, it recently regained control of a 35 per cent stake in Preussag.

After WestLB's earlier phase of ambitious activities abroad, Herr Neuber has affirmed a more cautious and selective approach.

Hessische Landesbank Girozentrale (Hela) said that provisionally reported operating profit rose to a record DM 184m (\$87.4m) last year from DM 40m in 1981. Reuter reports from Frankfurt.

Hela expects the positive earnings trend to continue this year, aided principally by a further improvement in interest-rate margins. A dividend payment on 1983 earnings is a possibility, the bank said. It has not paid a dividend since 1974.

Hela said the present low level of interest rates offers favourable prospects both for short-term refinancing business to be consolidated further and for the economy in general to pick up.

## Steel union agrees wage cuts

BY OUR NEW YORK STAFF

THE TROUBLED U.S. steel industry has reached an agreement which will temporarily cut the wages of 285,000 steelworkers.

Local presidents of the United Steelworkers Union yesterday ratified a 41-month contract which will temporarily cut workers' pay by \$1.25 an hour, or about 9 per cent of the basic wage of \$14.23 an hour.

The vote was 187-63. It confirmed an agreement reached late on Monday night by the USW's executive board after two weeks of intensive negotiations with the employers.

Workers will temporarily give up some benefits, including one week's

holiday in the first year of the contract, which runs from yesterday. In return, the seven largest steel companies which bargain with the union as a group have agreed to invest labour cost savings, estimated at about \$2bn, in steel operations.

Two previous attempts by the industry to win a concessionary contract have failed. Last November, the USW local presidents rejected a proposed contract that called for a temporary 18 per cent cut in wages but did not contain any form of job guarantees.

Since then, pressure to reach an agreement has stepped up. Most of

the major U.S. steelmakers have reported disastrous fourth quarter and full year losses and a growing number of U.S. steel consumers have been reluctant to buy steel elsewhere unless an agreement was reached.

The American Iron and Steel Institute has said that it was "astounded and shocked" by the U.S. trade representative's decision not to investigate the industry's petition alleging unfair trade practices by Japan.

The industry was seeking formal restrictions and import duties on Japanese steel exports to the U.S.

## IH and Massey seek deal in France

By Paul Betts in Paris

INTERNATIONAL Harvester of the U.S. and Massey Ferguson of Canada - the two leading but financially ailing farm machinery makers - have signed an agreement to study ways of rationalising their large manufacturing operations in France.

The agreement, announced yesterday, is seen as a first, albeit modest, step in the long overdue reorganisation of the farm machinery sector in France, where the industry has been plagued, like elsewhere, by overcapacity.

But both International Harvester and Massey Ferguson sought to play down the agreement, which will involve chiefly co-operation in the parts and components side of the farm machinery business. Massey has already agreed to buy a small tonnage of castings from International Harvester in France. The Canadian company will provide Harvester with components in return.

The two North American companies said they did not expect any significant results to emerge from the agreement until later this year. Both companies also indicated they are continuing to hold talks with Renault of France, although a Renault official claimed these had so far failed to produce results.

"Everybody is consulting each other, examining the situation and seeking ways of travelling a bit of the road together," he said.

Although yesterday's agreement between the two North American concerns is in itself very tentative, the two companies also appear to be adopting a particularly discreet approach to their proposed collaboration efforts in France.

But this approach appears to reflect the politically sensitive climate prevailing in France in this troubled sector, with both the Government and the trade unions preoccupied with the financial problems of the farm machinery manufacturers. Indeed, the French Government, already committed in Renault, has also been directly involved in the Ffr 450m (\$85.3m) injection of fresh capital into International Harvester's French operations last year.

These operations of the Chicago-based farm equipment maker are understood to have lost about Ffr 415m last year on sales of about Ffr 2bn.

The trade unions are concerned about the more than 8,000 jobs involved in the combined operations of the two North American companies' operations in France.

The agreement also comes at a time of heavy stock market speculation in New York about possible major joint ventures between International Harvester and other large industrial manufacturers. But International Harvester has persistently denied all Wall Street rumours about major deals in the pipeline.

Even yesterday, an International Harvester official in France stressed that the agreement with Massey should not be interpreted as a co-operation agreement as such, but as an agreement to study ways to co-operate in the parts and components side of the business.

A new head of foreign trade, Sr. Carlos Vilela, has been appointed following the recent resignation of Sr. Benedito Moreira, the long-serving head of Cacex, the foreign trade authority.

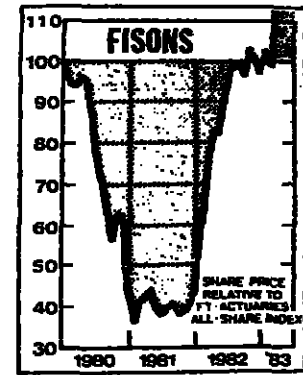
On Monday night, Brazil's President Joao Figueiredo gave a vote of confidence to Sr. Delfim, who has some increasing criticism in recent months from the business community and some politicians.

Clearly boosted by this re-statement of support, and the conclusion of the Bank and IMF agreements, Sr. Delfim brushed aside arguments that the recent devaluation of the cruzeiro would lead to a spate of bankruptcies in Brazil and a new boost to inflation.

He estimated that the devaluation would give a boost of between 10 per cent and 15 per cent to industrial exports.

## THE LEX COLUMN

## Fisons injects a booster



Even before yesterday, Fisons' new superstar rating was sufficient to allow it to come to the market for funds at a price which would have been unimaginable only a year ago. Last January, before the dead weight of the fertiliser business was shut off to Norsk Hydro, the shares stood at 157p. At 365p, yesterday's rights issue was made at a 17 per cent discount to the overnight market price; and by the end of the day, after the shares had raced ahead by 73p to 536p, the gap had widened to embarrassing proportions.

With pre-tax profits up 127 per cent to £21m for the year to December, the shares now stand on a fully-taxed historic multiple, after adjusting for the rights, of around 22 - not yet quite in the Glaxo class, but a clear pharmaceutical-related rating. Yesterday's market reaction suggests that the second-half surge in trading - up 23 per cent - has convinced many of the remaining doubters that the company really has changed its management face.

A few significant features stick out in the usual catalogue of trading swings and roundabouts. It is clear that the export business to Nigeria has been hard hit while the domestic businesses have held up so far, the outlook is becoming bleaker.

In North America profits have improved on the back of an aggressive products push at Lever Brothers. The paper and packaging division swung into sharp loss, and in spite of restructuring in the UK, markets remain extremely difficult.

The company looks much more aggressive, which bodes well in the medium-term. But the immediate outlook remains rather dull. The shares have seen a re-rating in recent months as U.S. investors have descended on the Dutch stock.

In the UK the shares were stable at 78p yesterday on an increased dividend. But an unchanged Dutch pay-out - down in dollar terms - helped push the shares FI 2.3 lower to FI 191.5. It is all a question of perspective.

Unilever

What a difference a stretch of salt water makes to a company's profit record. In the UK Unilever has reported a 1.9 per cent increase in its pre-tax profits for 1982 to £722.8m. Just across the channel in the Netherlands the company has unveiled a 9 per cent decline to Fl 3.1bn. Over the Atlantic in New York analysts are frowning over a dollar decline of 14 per cent - and 20 per cent at the attributable level.

Stripping out currency effects there has been a decline of 3 per

cent at the pre-tax level, but that rather overstates the underlying squeeze - which may be nearer 2 per cent. Net restructuring costs, heavily biased to the final quarter, have risen by £11m to £57m, although there has been a partial offset of £3.5m as a result of a change in accounting dates in certain subsidiaries.

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Royal Insurance

Volume growth and higher market shares around the world were seen as the twin goals for Royal Insurance, not least by its own management, when the group adopted the total return concept in 1980. How very differently things have worked out.

Judging each market's performance from the combined return on underwriting and the investment of premiums - which was expected to

be the justification for a lower quality underwriting performance - has only served in the event to focus the Royal's mind on the imminence of disaster in Australia and Canada, where no amount of investment wizardry could restore overall profitability in 1981.

The conclusion, that market share in these areas should be ruthlessly sacrificed, has clearly been accepted by management and the relative strength of Royal's 1982 results is their due reward.

The 18 per cent drop in pre-tax profits to £96.5m, much as expected, primarily reflects the severe underwriting losses incurred in the UK and the U.S., with an aggregate loss of £18.9m in the U.S. representing a downturn of £46.8m. Against this, however, Royal has achieved a combined gain of £53.2m in Australia and Canada. The group has cut back its market share loss in Australia than in Canada, where premium income has fallen 25 per cent.

In both markets, though, 1982's retrenchment has been accompanied by costly reorganisations which may ensure further benefits. Royal has decided in effect not to compete for unprofitable business now in the hope of maximising recovery prospects for the future. But there still seems ample room for it to ride any recovery and the shares are yielding 7.6 per cent after a 5 per cent jump in the final dividend.

Grindlays

Grindlays Bank's bitter-sweet mixture of higher - much higher - provisions and a 5.5 per cent dividend increase was presumably meant to signal that the group was sailing as serenely as possible through the world debt crisis. This, at least, is how the market took the figures, and the shares finished up yesterday at 186p, where they yielded around 4 per cent.

The increase in the annual provision from £3.6m to almost £51m gives Grindlays a year-end ratio against advances of around 3 per cent, about twice the figure usually maintained by the clearers. The group's greater prudence may partly reflect its heavy exposure in third world markets, including South America.

But the move was made much easier through its timely withdrawal from investments in both Hong Kong and Dubai. The £25m going into the general provision fund has been charged against the £76m profits over book values realised by the disposals.

## Bullion bulls lose their footing in an oil slick

Continued from Page 1

appear in Europe and prices stabilised. Early trading in New York on Tuesday was at price around \$420.

The drop in the bullion market is the second dramatic switch the market has made in the past few months. Last August, the price rose from \$340 to more than \$500 in less than three weeks.

At the time much of the buying was attributed to worries that Mexico's default might send the whole international banking system into collapse, but it became clear that fears about banks - and a flight into assets which did not figure as liabilities in someone else's balance sheet - had done no more than spark the gold market off.

Once the price started to rise rapidly, speculators against the metal became forced buyers in large amounts, and the tempo necessarily increased.

People who had sold bullion short, expecting prices below \$300, needed to buy to cover their positions. That sent the price rocketing. This week the boot was on the other foot.

Last summer, speculators who thought the price would fall were forced into panic-buying because they had sold in the futures market metal which they did not yet own.

This time, people who had bought gold or gold futures, expecting the price to rise, were forced to sell when it disappointed them.

In each case the cost of maintaining a position was becoming insupportable. The bears who ran for cover last summer had to cover the full extent of the losses they were showing on their short positions - futures markets work on the rule that losses are covered in full and in cash.

The bulls who were caught this time found the carrying costs increasingly heavy as the price failed to advance, and when oil anxieties tipped the market downwards they had to sell out their positions in order to stop their losses mounting.

With this year's mounting bullion price other metals, and commodities in general, have been on the up-

tack. Forced selling of bullion this week has spilled over into these other markets, as speculators trying to finance long positions in gold have had to run down their other holdings, too.

Violent swings in the commodity markets - gold more than any - tend to be followed by a "correction" as traders square up their books. After the squeeze, which raised prices so fast in August, the market boiled over, with prices bottoming in the \$400 area.

The recent climb has been more broadly based. More and smaller speculators were buying as the price rose. But, for that very reason, more people have been caught out this week.

## VW in wage agreement

Continued from Page 1

too, had achieved their main aim - an agreement lasting longer than one year - and said it implied a rise of only 3.2 per cent spread over 12 months.

VW has long since gone its own way in the annual wage negotiations, and the metal-working employers' organisation, Gesamtmetall, was quick to criticise the agreement.

A spokesman said the increase was too high to serve as a signal for the whole industry, and that if it were to be widely accepted more jobs would be lost. At present, 853,000 of West Germany's 1.6m metalworkers are on short-time.

At the same time, IG Metall members staged demonstrations and brief work stoppages in several regions yesterday to press demands for increases of around 6.5 per cent.

Employers have generally been offering 2.5 per cent and seeking to co-ordinate their approach.

Business prospects are certainly a little brighter in the vehicles sector than in many other metal-working branches, and VW is thus better placed to pay more than many Gesamtmetall employers.

## World Weather

| Area   | Temp | Wind | Cloud | Temp | Wind | Cloud | Temp | Wind | Cloud |
|--------|------|------|-------|------|------|-------|------|------|-------|
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| Area   | Temp | Wind | Cloud | Temp | Wind | Cloud | Temp | Wind | Cloud |
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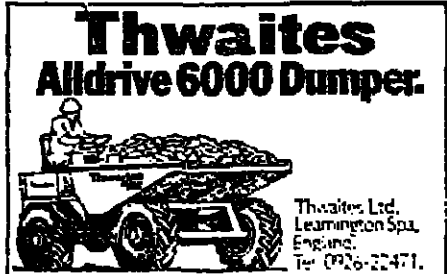




# SECTION II - INTERNATIONAL COMPANIES

## FINANCIAL TIMES

Wednesday March 2 1983



### BNP profits up despite government pressure

BY DAVID MARSH IN PARIS

BANQUE NATIONALE de Paris, France's biggest bank, increased its overall operating results last year, although its net profit after higher provisions on foreign loans was probably slightly lower.

M René Thomas, chairman, stressed that banking profits were holding up despite increased pressure from the Government to use state-owned banks as a tool to help industry.

M Thomas was promoted to head the bank 12 months ago after serving as assistant managing director since 1979. Some observers of the French banking scene link the increased number of bank rescue missions to save companies in distress with the Socialist Government's general interventionist approach to industry.

But M Thomas said: "If the previous Government had remained in power, the Treasury would also be asking us to make a certain number

of efforts to aid companies in difficulties."

He said traditional French methods to force banks into rescue bids for companies were similar to those used by the International Monetary Fund (IMF) to rally banking support for heavily indebted developing countries. He pointed out that M Jacques de Larosière, IMF managing director, was profiting from his experience as head of the French Treasury between 1974 and 1978.

M Thomas did not want to be too specific about BNP's profits as all the accounts and details for last year had not yet been checked. In 1981, the bank made a profit of FF 501m (\$86.6m), while the net consolidated group profit was FF 1.17bn.

Operating profit for the bank, its foreign branches and subsidiaries was up in 1982, but the net result was brought down by higher provisions, especially on loans to countries such as Mexico, Brazil,

Argentina, Chile, Poland and Romania, he said.

BNP was nationalised in 1945, but state control over the banking system has generally tightened since last year's nationalisation of most of the remaining French commercial banks.

There are a number of examples of banks taking active steps last month to help companies as part of Government-sponsored rescue packages.

● The nationalised banks are increasing their equity participations in Focelia, Europe's biggest construction equipment maker, and are also restructuring loans as part of an overall aid package worth more than Fr 650m.

● The banks are taking a stake of 20 per cent, through a financial holding company, in Prouvost. ● Banks are playing an unspecified role in an overall FF 90m rescue package being assembled for Rich-

### KHD hopes for good results in 1982

By James Buchan in Bonn

KLOCKNER-Humboldt-Deutz, the West German engineering concern, expects "satisfactory" earnings for 1982 despite a decline in orders during the second half of the year.

KHD, an important producer of diesel engines as well as industrial plant and agricultural machinery, increased its group external sales in 1982 to DM 5bn from DM 4.9bn (\$2.07bn) in 1981. Parent company sales also rose slightly from DM 3.91 to DM 3.92bn.

With the fall in demand from overseas, especially the U.S. and the oil-producing countries, in the second half, and the weakness of the domestic vehicle and construction markets, parent company orders booked fell by 21 per cent to DM 3.8bn. However, in its latest shareholders' letter, the concern said the 1981 order figures were inflated by two big contracts for cement plants from the Middle East.

KHD said orders had increased in its agricultural machinery division and, with 18.9 per cent of a stagnating market, it now claims to be the market-leader for tractors in West Germany.

With the successful disposal of Fiat of KHD's 20 per cent share of Iveco, the Amsterdam-based commercial vehicle manufacturer, it was not ruled out yesterday that KHD could increase its dividend slightly from the 1981 DM 6 per DM 50 share.

### Borregaard cuts dividend to 8%

By Fay Gjester in Oslo

BORREGAARD, the Norwegian forest products, metals, chemicals and foodstuffs group, is cutting its dividend for 1982 to 8 per cent, from 11 per cent a year earlier, after a steep decline in profits last year. Preliminary figures put profits before tax and year-end appropriations at Nkr 31.3m (\$4.4m), compared with Nkr 151m in 1981.

The group points out, however, that the profit figure is better than expected.

Of the group's companies, two - Denofa-Lilleborg and Stabburet - actually increased profits from a year earlier. These two, which make toiletries, detergents and foodstuffs, made a "significant contribution" to the group result, the report says.

The group's forest products subsidiary, Borregaard Industries, made a loss of Nkr 49.3m, compared with a profit of more than Nkr 50m a year earlier.

### Invest shows reduced debt in full year

By Our Rome Correspondent

INVEST, the Italian financial holding company controlled by the Bonomi family, reports almost unchanged profits for the year to November 30, 1982, but substantially reduced debt.

Profits were L7.847bn (\$3.6m), only 1.2m higher than for the previous year. Debt fell from L57bn to L10bn.

The group, which is heavily involved in the insurance sector but which also has some industrial participations, including control of the Italian detergents company Mira Lanza, said its dividends from subsidiaries were up from L6.3bn to L8.7bn.

Invest's parent company is Beni Immobiliare Italiana (BII), the property and financial holding company.

### Amex wraps up deal with Safra

NEW YORK - American Express, one of the world's biggest financial services companies, said its off-shore banking subsidiary had completed the \$550m acquisition of the non-U.S. banking business of Mr. Edmond Safra's Trade Development Bank holding.

As a result of the combination, American Express assumes ownership of Trade Development Bank's principal subsidiary, the Trade Development Bank (Luxembourg), Trade Development Bank Overseas and Trade Development Bank (Uruguay).

The formal transfer of Trade Development Bank (France) has been temporarily deferred pending conclusion of the closing arrangements.

### American Can net loss reflects restructuring

BY PAUL TAYLOR IN NEW YORK

AMERICAN Can, the large diversified U.S. packaging company, yesterday reported sharply lower fourth-quarter net income and a full-year net loss reflecting the costs of a massive restructuring and diversification programme.

For the fourth quarter, the packaging group, which has been undergoing a radical restructuring programme diversifying into the financial services sector, reported net income of \$1.6m, or 4 cents a share, compared with \$9.5m, or 44 cents, in the 1981 quarter. The latest quarter includes a \$5m, or 27 cents a share, provision for unusual items. Revenues for the fourth quarter fell from \$1.26bn to \$918m.

In the full year, American Can reported a net loss of \$133m, or \$7.31 a share, after a third-quarter provision of \$178m, after taxes, to realign and divest certain assets and operations.

In 1981, the company reported

net income of \$77m or \$3.77 a share. Revenues fell from \$4.84bn in 1981 to \$4.06bn in 1982 largely reflecting the sale of American Can's domestic Dixie Northern paper-based operations last July.

American Can said operations were profitable for the year but that weak demand and pricing in several key markets, including containers and packaging, secondary aluminium, polythene resins and forest products, reduced income in 1982.

Declines in those businesses were partly offset by gains at Fier, but the Musicland group and Pickwick distribution companies as well as from the company's recently acquired insurance subsidiaries.

Mr Frank Connor, president and chief operating officer, said that the 1982 restructuring actions were taken in order to eliminate the future earnings and cash drain of certain operations that are unprofitable,

marginal or that do not fit into the company's long-term strategy.

He said these actions, coupled with further productivity improvements, position the company for improved earnings as economic recovery returns demand to more normal levels and the company's financial services business sector makes its full-year contribution.

Mr William Woodside, chairman and chief executive, added that the company had made a fundamental redirection programme designed to improve the long-term profitability of the company.

He cited the mid-year sale of most of the company's paper-based operations in the U.S. to James River for \$423m in cash and stocks and the acquisitions of Associated Madison companies in April, Transport Life Insurance Company in September and Pennecorp Financial in January 1983 at a total cost of about \$575m.

### Rumasa 'included undeclared companies'

By David White in Madrid

THE RUMASA holding group included a web of 88 undeclared companies, Sr Miguel Boyer, the Spanish Economy and Finance Minister, told the Cortes (Parliament) yesterday during the debate on last week's expropriation measure against the group.

He said that this "parallel" network of financial and other companies linked to Rumasa was even more obscure than the 212 companies in which it had declared its holdings.

Sr Boyer was defending the constitutional grounds for the takeover which are being challenged by the conservative opposition. He accused Rumasa's previous management of "a succession of irregular and unorthodox practices" and of "systematic concealment" of the group's affairs.

The group had broken an undertaking to stop its banks increasing their risk exposure in Rumasa companies, had furnished incomplete and contradictory financial information and had presented audits of only one of its 18 banks, namely the largest, Banco Atlantico, in which it has a controlling stake.

The remaining banks had valued assets in their accounts at 500 per cent of their real worth, and in the case of Banco General at 1,045 per cent, and their real operations were "very probably" in deficit, Sr Boyer charged.

He also indicated that tax discrepancies at the group over the past two years amounted to some Pta 60bn or \$500m. Other alleged irregularities included share transactions within the group and debts that were not accounted for.

Presenting the expropriation decree for ratification by the Socialist-dominated Cortes, Sr Boyer said the Cabinet had weighed all possible alternatives and had reached "virtual unanimity" that this was the only course.

Other forms of intervention in the group would have provoked a run on deposits and forced the banks to suspend payments. This, he said, would have led to "an incalculable economic and financial scandal" and a crisis in international confidence.

### Venezuela renews bid to buy Shell refinery

BY KIM FUAD IN CARACAS

VENEZUELAN President Luis Herrera Campins' announcement that negotiations have been renewed for the purchase of Shell's 362,000 barrels per day (b/d) refinery at Curaçao has caught oil industry technicians by surprise.

During a recent official visit to the Netherlands' Antilles Dr Herrera said Venezuela is "putting all its efforts into the negotiations which would reportedly involve an equity in the refinery for the Government of Curaçao."

Oil industry sources said yesterday: "We thought that the idea had been abandoned some time ago." They added that the partial or total purchase of Shell's Curaçao plant or Exxon's Aruba refinery had been rejected from a technical point of view.

Petroleos de Venezuela (PDVSA), the state oil monopoly, and Shell have held talks on the possible purchase of the Curaçao plant since the Venezuelan oil industry was nationalised in 1976. However, Venezuelan enthusiasm waned as the country

made major investments in overhauling its own 1.5m b/d refining capacity and world demand declined. Venezuela is presently using only about half of its installed refining capacity.

Some sceptical observers believe that Dr Herrera's announcement may have been more politically oriented than based on technical and economic considerations. In fact, he said, the purchase would form part of Venezuela's general policy of co-operation with Caribbean nations.

The Shell refinery is more than 50 years old, but has been upgraded over the years and is now quite sophisticated. In addition to its 362,000 b/d primary atmospheric distilling capacity, it also has conversion installations, desulphurisation capacity and a small lubricants plant.

Economically, the Curaçao plant has been a good client for Venezuela's heavy crudes, purchasing some 90,000 b/d in the past.

### ABC lifts earnings 9% in year

By Our Financial Staff

AMERICAN Broadcasting Companies (ABC), the third largest U.S. television network after CBS and NBC, has reported a 9 per cent rise in net profits for 1982 in spite of a 6 per cent downturn in the final quarter because of lower revenues than expected at its TV network.

Fourth-quarter net profits were \$41.1m, or \$1.42 a share, on revenues of \$759.7m, compared with \$43.8m, or \$1.53, on \$738.7m in 1981.

This brought full-year net profits to \$160m, or \$5.54, on revenues of \$2.86bn, compared with \$146.3m, or \$5.13, on \$2.44bn a year earlier. The 1982 net profits include a total of \$14.9m in extraordinary gains while there were none of these in 1981.

The fourth-quarter setback for the TV network was due in part to the National Football League players' strike, higher sports rights costs and costs associated with expanding news coverage in the late night and early morning schedules.

This announcement appears as a matter of record only.

March 2, 1983

\$2,900,000,000

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### NOTICE OF REDEMPTION



### OCLI International Finance N.V.

9% Convertible Subordinated Guaranteed Debentures due 1995

(Convertible into Common Stock of and Guaranteed on a Subordinated Basis as to Payment of Principal, Premium (if any) and Interest by Optical Coating Laboratory, Inc.)

Redemption Date: March 25, 1983

Conversion Right Expires: Close of Business, March 25, 1983

OCLI International Finance N.V. has called for redemption on March 25, 1983 all of its outstanding 9% Convertible Subordinated Guaranteed Debentures due 1995 at a redemption price of 104% of the principal amount of the Debentures plus accrued and unpaid interest to March 25, 1983. The total of \$1,072.50 for each \$1,000 principal amount of Debentures. The Debentures are convertible into shares of Common Stock of Optical Coating Laboratory, Inc. until the close of business on March 25, 1983 at a conversion price of \$24.50 per share or approximately 40.82 shares of Common Stock for each \$1,000 principal amount of Debentures. As described below, based upon current market prices, the market value of the Common Stock into which each Debenture is convertible is greater than the amount of cash which would be received upon surrendering a Debenture for redemption. All rights to convert the Debentures into Common Stock of Optical Coating Laboratory, Inc. expire at the close of business on March 25, 1983, on which date interest on the Debentures ceases to accrue.

NOTICE IS HEREBY GIVEN to the holders of outstanding 9% Convertible Subordinated Guaranteed Debentures due 1995 (the "Debentures") of OCLI International Finance N.V. ("Finance") that in accordance with the terms of the Indenture dated as of November 11, 1980, as supplemented (the "Indenture"), among Finance, Optical Coating Laboratory, Inc. ("OCLI") as Guarantor, and Bank of America National Trust and Savings Association, as Trustee, Finance has elected to redeem all Debentures which remain outstanding on March 25, 1983 (the "Redemption Date") at a redemption price of 104% of the principal amount thereof plus accrued interest from November 15, 1982 to March 25, 1983. Payment of the redemption price and accrued interest, which will aggregate \$1,072.50 for each \$1,000 principal amount of Debentures, will be made upon presentation and surrender of the Debentures, together with all interest coupons, at the main office of any of the Paying Agents set forth below, subject to any laws or regulations applicable thereto in the country of any such office. Such payment shall be made in such coin or currency of the United States of America as at the time of payment shall be tendered for the payment of public and private debts. Payment at the offices of Paying Agents located outside the United States shall be made, at the direction of the holder, by check drawn on, or transfer to a United States dollar account maintained by the payee with a bank in The City of New York.

On the Redemption Date, the redemption price (plus accrued interest) will become due and payable upon each Debenture. The Debentures will no longer be outstanding after the Redemption Date. Interest will cease to accrue on and after the date of the holder with respect to the Debentures which will cease on such date, except only the right of the holders to receive the redemption price and interest accrued to such date.

### CONVERSION OR SALE ALTERNATIVES

Debentureholders have, as alternatives to redemption, the right to sell their Debentures through usual brokerage facilities or, at or before the close of business on March 25, 1983, to convert such Debentures into OCLI Common Stock. The right to convert the principal of the Debentures to be redeemed will terminate at the close of business on March 25, 1983, the Redemption Date.

The Debentures may be converted into OCLI Common Stock at the conversion price of \$24.50 per share of OCLI Common Stock which is approximately 40.82 shares for each \$1,000 principal amount of Debentures. In order to effect this conversion, a Debentureholder should complete and sign the CONVERSION NOTICE on the Debenture, or a substantially similar notice, and deliver the Debenture and signed notice, to the main office of any of the Paying Agents set forth below, subject to any laws or regulations applicable thereto in the country of any such office. Upon conversion of Debentures, no payment or adjustment will be made on account of any interest accrued thereon or on account of any dividends on the OCLI Common Stock issued upon such conversion. Cash will be paid in lieu of fractional shares. Debentures delivered for conversion must be accompanied by all interest coupons maturing after the date of surrender.

Pursuant to a Standby Agreement, Drexel Burnham Lambert Incorporated and Davis, Skaggs & Co., Inc. (the "Standby Group") have agreed with OCLI and Finance to purchase for an amount equal to the redemption price plus accrued and unpaid interest any Debentures which are either (i) surrendered for redemption or (ii) not duly surrendered for redemption or conversion at the close of business on the Redemption Date. A Debentureholder who wishes to redeem or convert Debentures should not tender Debentures directly to the Standby Group but should follow the directions given above.

From August 1, 1982 through February 15, 1983, the reported bid prices of OCLI Common Stock as reported on the National Association of Securities Dealers Automated Quotation System, Inc. ("NASDAQ") ranged from a high of \$46.75 per share to a low of \$14.00 per share. The last reported bid price of OCLI Common Stock on NASDAQ on February 15, 1983 was \$46.75 per share. At such last bid price per share, the holder of \$1,000 principal amount of Debentures would receive, upon conversion, 40.82 shares of OCLI Common Stock and cash for the fractional interest having an aggregate value of \$198.34. However, such value is subject to change depending on changes in the market value of OCLI Common Stock. SO LONG AS THE MARKET PRICE OF OCLI COMMON STOCK IS \$26.28 OR MORE PER SHARE, DEBENTUREHOLDERS UPON CONVERSION WILL RECEIVE OCLI COMMON STOCK AND CASH IN LIEU OF ANY FRACTIONAL SHARE HAVING A GREATER MARKET VALUE THAN THE CASH WHICH THEY WOULD RECEIVE UPON REDEMPTION.

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Luxembourg  
Attention: Paying Agency Department

For OCLI International Finance N.V.  
John S. McCullough  
Managing Director

National Bank of North America  
80 Pine Street  
New York, New York 10005  
Attention: Corporate Trust Department

Swiss Bank Corporation  
Aeschenvorstadt 1  
CH-4002 Basle, Switzerland  
Attention: Paying Agency Department

For Optical Coating Laboratory, Inc.  
Rolf F. Ilkley  
Chairman of the Board

Drexel Burnham Lambert  
Incorporated  
London (01) 628-3200  
New York (212) 480-7000

Davis, Skaggs & Co., Inc.  
San Francisco (415) 392-7700

Dated: February 23, 1983



## INTERNATIONAL COMPANIES and FINANCE

FIDELITY  
PACIFIC FUND S.A.

(Incorporated under the laws of the Republic of Panama)

The Directors have declared a dividend of 32 cents (U.S.) per share, the record date of which is February 16, 1983, payable March 2, 1983.

Holders of bearer shares should present coupon number 12 at the Head Office of the Bank of Bermuda, Hamilton, Bermuda; or Kredietbank S.A. Luxembourgise at 43 Boulevard Royal, Luxembourg.

Registered shareholders of record February 16, 1983 will have their dividend cheque mailed to their address.

C.T. Collis  
Secretary Hamilton, Bermuda

Fidelity Pacific Fund was launched in December 1969, is now valued at \$145m and the share price has risen 1217% from \$9.20 to \$121.15 at February 18, 1983.

FIDELITY  
INTERNATIONAL FUND NV

(Incorporated under the laws of the Netherlands Antilles)

The Directors have declared a dividend of 27 cents (U.S.) per share, the record date of which is February 18, 1983, payable March 4, 1983.

Holders of bearer shares should present coupon number 5 at the Head Office of the Bank of Bermuda, Hamilton, Bermuda; or Kredietbank S.A. Luxembourgise at 43 Boulevard Royal, Luxembourg.

Registered shareholders of record February 18, 1983 will have their dividend cheque mailed to their address.

C.T. Collis  
Secretary Hamilton, Bermuda

Fidelity International Fund N.V. was launched in February 1969, is now valued at \$29m and the share price has risen 453% from \$9.40 to \$51.96 at February 18, 1983.

FIDELITY  
AMERICAN ASSETS NV

(Incorporated under the laws of the Netherlands Antilles)

The Directors have declared a dividend of 54 cents (U.S.) per share, the record date of which is February 16, 1983, payable March 2, 1983.

Holders of bearer shares should present coupon number 7 at the Head Office of the Bank of Bermuda, Hamilton, Bermuda; or Kredietbank S.A. Luxembourgise at 43 Boulevard Royal, Luxembourg.

Registered shareholders of record February 16, 1983 will have their dividend cheque mailed to their address.

C.T. Collis  
Secretary Hamilton, Bermuda

Fidelity American Assets N.V. was launched in October 1974, is now valued at \$64m and the share price has risen 461% from \$10.00 to \$56.11 at February 18, 1983.

Fidelity Pacific Fund, Fidelity International Fund and Fidelity American Assets are diversified international equity investment companies managed by Fidelity International Limited.

Copies of the latest quarterly and annual reports can be obtained from Fidelity International at:

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Fidelity  
InternationalJapanese  
to raise  
\$430m for  
Brazil mill

JAPANESE banks are syndicating a short-term \$430m loan for the Tsurumaru Steel Company, a Brazilian-Japanese-Italian venture, to enable it to complete an integrated iron/steel mill at Tsurumaru, in the state of Espirito Santo, Brazil. Reuter reports from Tokyo.

The loan will bridge the period between now and a short test run of the whole plant after completion of three coke furnaces and a coal yard at the plant, expected next September.

The coke furnaces and coal yard will then be sold to a syndicate of Japanese leading companies and trading houses, which will sell them back to the steel mill for instalment payments over 10 years.

About 85 per cent of the steel mill with an annual capacity of 3m tonnes, has been completed, but work on the rest has been delayed because of a shortage of funds at Siderbrás, a Brazilian state-owned steelmaker.

Kawasaki Steel Corporation is the venture's Japanese partner, and Japanese banks have invested \$700m in the project. The Italian partner is Finsider.

Dai-ichi Kangyo Bank is the lead agent for the syndicate for the loan in which 22 Japanese banks are likely to participate.

Tokyo allows  
provisions on  
foreign loans

The Japanese Finance Ministry is to allow Japanese banks to provide for possible loan losses overseas, starting from the current business year ending this month, Reuter reports from Tokyo.

A circular from the Ministry's banking department will inform banks that they may use after-tax profits to provide for 1 to 5 per cent of their sovereign loans to specific countries with high-risk loans.

The circular is being issued to enable banks to raise necessary funds for provisions by selling securities they held well before the end of the business year.

Bankers say the Ministry will probably list 23 countries for the provision, with each bank required to apply the same percentage of provision it chooses to all the countries to which it has made sovereign loans. Lending to corporate borrowers will be dealt with separately.

## Lachlan Drummond sees bizarre happenings in the shopping centres

## Bid battles shake Australia's stores

AUSTRALIAN RETAILING, which has seen some audacious and intriguing corporate twists in recent years, witnessed perhaps its most bizarre scenes on the Friday of the week before last.

The staff of Waltons Bond opened the doors to thousands of seekers of closing-down bargains at its main Melbourne store and then walked off the job. Store executives and in-house detectives were forced to search the departing public, after the staff left cash registers and the floor space of the Bourke Street store wide open.

Police were called to quell the near-riot resulting from the ambush by part of the 700-strong staff force, which faced the sack after Waltons' decision to close its 15 stores in Victoria.

Waltons immediately sacked its 700 staff, and set its \$171m of stock to Myer for a \$2m discount. Meanwhile, the pressures which forced the closures of Waltons and the withdrawal from the New South Wales market of the Myer Emporium, have unsettled the outlook for all participants, with fears arising of illiquid and irrational moves by some of the more hard pressed groups.

Woolworths and C. J. Coles, the two mass retailers of food and discount products, seem so far to have benefited from the turmoil, although the former's store sector last year has contributed much to the current market confusion.

But behind all this lie intrusions into the retailing scene by Bond Corporation's purchase of opportunist investment — Alan Bond's Bond Corporation Holdings and Mr John Spalvin's Adelaide Steamship Company.

Bond Corporation's purchase into Waltons was designed to secure cash flow and to find a haven for the Bond Corporation's property interests, all of which have now been transferred to the retailer.

For Atdeam, cash flow and assets at Grace were a major attraction, although from the start Mr Spalvin's group drew its offer, a move soon to be challenged in the Privy Council but already approved by the Australian high court.

As much as the profit fall, the prospect of potentially unstable shareholders like Atdeam and Bond joining its shares register may have lain behind the Woolworths move. For whatever reasons, Woolworths is now pleased to be out of the department store race, while all concerned are searching for a way out of the shareholding impasse at Grace Bros.

Mr Michael Grace, representing about 20 per cent of the shares, and managing director at the retailer, has recently taken the initiative over its future by taking on the Myer group's NSW stores in an \$85m purchase of stocks, fixtures and fittings.

As a further step, Grace has set up a joint venture finance operation which is soon to buy about \$85m of short-term receivables from Grace, which will give it the financial muscle to pursue the opportunities from its instant expansion in what is already its largest market.

The purchase of the Myer operations stymied plans by Waltons to sell its retailing activities to Grace and superseded talks on the possibility of Myer taking out one or two of the major Grace Brothers shareholders.

Atdeam and Waltons, which paid around \$3.50 a share for their Grace stakes, are apparently prepared to sell at a little above this price, which compares with a recent share quote of around \$2.50 to \$2.60. Neither appears willing to extend its stake because of the cost but for two groups so keenly conscious of share prices, crystallisation of the losses on their holdings is one thing they do not want.

All is not despair, however, with Coles and Woolworths reporting good profit increases up to January 31 and David Jones saying that it had an excellent Christmas. Grace Bros, too, appears to be over its earlier profits setback.

Waltons, meanwhile, having given up the long struggle to establish itself in Victoria may soon see the benefits of the merger with Norman Ross — although by quitting, rather than selling its operations in Victoria it may suffer some strain in selling its freehold and leasehold properties.

At the same time, the Melbourne-based Myer, having given up the long struggle to establish itself in the rival city of Sydney, and NSW at large, is looking confident after the deal and after the recent assumption of management control by Mr Sidney Baillieu Myer, a grandson of the founder.

It is working to bundle up its properties into saleable parcels, while slimming its operations. It is a popular favourite for takeover, once the property and trading sides are sorted out.

Mr Solomon Lew, an investor with interests in the garment trade, recently spent \$28m buying almost 10 per cent of Myer, a friendly move he said, which realised a life time's ambition.

However, his ability to buy such a parcel of shares underlines the state of flux which exists both in the share registers and the trading market for retail. Indeed, the Australian retailing scene is sure to become more bizarre as the year wears on.

Takeovers and redundancies have unsettled the Australian retailing industry. At the shopfloor level, tills were left open and counters unattended at Waltons Bond's main Melbourne store, during the closing down sales late last month. At the stock market level there has been bid and counter bid involving the courtroom as well as the boardroom.

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Takeovers and redundancies have unsettled the Australian retailing industry. At the shopfloor level, tills were left open and counters unattended at Waltons Bond's main Melbourne store, during the closing down sales late last month. At the stock market level there has been bid and counter bid involving the courtroom as well as the boardroom.

Strong  
earnings  
advance  
at Santos

By Lachlan Drummond in Sydney

SANTOS, the senior partner in the Cooper Basin gas and liquids project, has reported a rise in profits from \$20.5m to \$26.3m (U.S.\$23.3m) for the year to December 31 as a result of higher gas sales and prices.

Sales income for the year was up 35.4 per cent to \$665.19m. The slower growth in profits reflected a 33m rise in depreciation to \$89.2m, a higher tax rate resulting in a charge of \$13.74m against \$36.62m and a modest increase in interest charges from \$3976,000 to \$81.19m. Also, investment income was down from \$45.35m to \$35.52m.

For the current year earnings should show even sharper growth as the liquids part of the project gets underway with crude oil and condensate deliveries of about 11m barrels. There will also be a full year of higher gas prices.

Meanwhile, Vampas, 50 per cent owned by Woodside Petroleum and which has 9.1 per cent of the natural gas operations and a roughly 8 per cent share of the liquids scheme, yesterday reported annual net profits for 1982 of \$4.4m compared with \$2.95m.

Both companies have declared higher dividends. Santos will pay a total of 8 cents against 6 cents with a 6 cent (4 cent) final. Vampas will pay 10 cents against 7 cents with a first and final payment.

Mr Michael Grace, representing about 20 per cent of the shares, and managing director at the retailer, has recently taken the initiative over its future by taking on the Myer group's NSW stores in an \$85m purchase of stocks, fixtures and fittings.

As a further step, Grace has set up a joint venture finance operation which is soon to buy about \$85m of short-term receivables from Grace, which will give it the financial muscle to pursue the opportunities from its instant expansion in what is already its largest market.

The purchase of the Myer operations stymied plans by Waltons to sell its retailing activities to Grace and superseded talks on the possibility of Myer taking out one or two of the major Grace Brothers shareholders.

Atdeam and Waltons, which paid around \$3.50 a share for their Grace stakes, are apparently prepared to sell at a little above this price, which compares with a recent share quote of around \$2.50 to \$2.60. Neither appears willing to extend its stake because of the cost but for two groups so keenly conscious of share prices, crystallisation of the losses on their holdings is one thing they do not want.

All is not despair, however, with Coles and Woolworths reporting good profit increases up to January 31 and David Jones saying that it had an excellent Christmas. Grace Bros, too, appears to be over its earlier profits setback.

Waltons, meanwhile, having given up the long struggle to establish itself in Victoria may soon see the benefits of the merger with Norman Ross — although by quitting, rather than selling its operations in Victoria it may suffer some strain in selling its freehold and leasehold properties.

At the same time, the Melbourne-based Myer, having given up the long struggle to establish itself in the rival city of Sydney, and NSW at large, is looking confident after the deal and after the recent assumption of management control by Mr Sidney Baillieu Myer, a grandson of the founder.

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Philippine  
agency issues  
U.S. paper

By Emilia Tagaza in Manila

NATIONAL DEVELOPMENT Company (NDC), the investment arm of the Philippine Ministry of Trade and Industry, is to issue \$50m of short-term bonds in the New York market. This is the first time that a Philippine institution has ventured into the foreign commercial paper market.

NDC has obtained guarantees for the paper from Wells Fargo and Mellon banks, and officials hint that if more banks later join in guaranteeing the issue, the amount may be raised to \$100m.

The circular is being issued to enable banks to raise necessary funds for provisions by selling securities they held well before the end of the business year.

Bankers say the Ministry will probably list 23 countries for the provision, with each bank required to apply the same percentage of provision it chooses to all the countries to which it has made sovereign loans. Lending to corporate borrowers will be dealt with separately.

## Operating profits fall at SAAN

BY OUR JOHANNESBURG CORRESPONDENT

SOUTH AFRICAN Associated Newspapers (SAAN) publisher of the Financial Mail, Rand Daily Mail and Sunday Times, posted a fall in 1982, operating profit before tax and investment to \$8.54m (\$8.1m) from \$11.5m in 1981.

The main reason for the decline, is increased losses by the Rand Daily Mail. In addition, management says that a colour supplement introduced in August, in the Sunday Times, lost money as demand for advertising space was below expectations and printing charges were far higher than budgeted.

A venture into a new Sunday newspaper started in March, was targeted at the black community, called Golden City Press, it was wound up with a loss of \$750,000.

Finally an agency agreement under which SAAN markets electronic editing equipment incurred the group in a loss last year.

Unchanged total dividend of 150 cents has been declared though earnings fell to 365 cents a share from 471 cents.

Commercial Union (Cusaf), the South African composite insurance company which is 45 per cent owned by Commercial Union of the UK and 30 per cent by Gold Fields of South Africa, has almost entirely eliminated its short-term underwriting losses.

In 1982 the short-term underwriting loss was only \$145,000 against \$3.9m in 1981. The main reason for this has been the general improvement in motor insurance rates which rose by some 50 per cent last year and are expected to advance by another 20 per cent this year. Short-term underwriting premiums rose to \$88.2m from \$45.1m.

The dividend has been raised to 28 cents from 25 cents and earnings rose to 69.3 cents a share from 57.8 cents.

position. He was formerly marketing manager of Aromatics at Exxon Chemical Company U.S. Mr Jorge Samplero has joined Philip Morris Inc. as manager of Petrochemicals and Plastics for Latin America. He was formerly commercial manager of Polisar S.M. Buenos Aires.

Mr Richard M. Fawcett, formerly vice-president of chartering at Pan Ocean Anco in New York, has joined Philip Morris Inc. as chartering manager, petrochemicals.

REYNOLDS METALS COMPANY has elected Mr R. Bern Crowl as executive vice-president succeeding Mr Jesse T. Hudson Jr., who is retiring as executive vice-president. Mr Crowl was formerly executive vice-president and chief financial officer of Amac Inc.

Mr Soren Baath, previously general manager of ASEA's low voltage switchgear and control gear division, has been appointed managing director of KABELDON AB in Alingsås, Sweden.

Mr Tom Sjökvist, previously manager of the corporate development and strategic planning department at ASEA, succeeds him. Mr Jan Martinsson has been appointed manager of the corporate development and strategic planning department.

Mr Jan Sjökvist has been appointed manager of the controller department. ASEA Kabel AB and Ericsson Group each have a 50 per cent interest in Kabeldon AB.

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## NOTICE OF ANNUAL GENERAL ASSEMBLY OF SHAREHOLDERS

FIDELITY  
INTERNATIONAL FUND NV

Registered Office: Schottegatweg Oost, Salinje, Curacao, Netherlands Antilles

Please take notice that the Annual General Assembly of Shareholders of Fidelity International Fund N.V. (the "Corporation") will take place at 2.00 p.m. at Schottegatweg Oost, Salinje, Curacao, Netherlands Antilles, on March 17, 1983.

The following matters are on the agenda for this Meeting:

1. Report of the Management.

2. Election of six Managing Directors. The Chairman of the Management proposes the re-election of the following six existing Managing Directors:

Edward C. Johnson 3d, William L. Byrnes, Charles A. Fraser, Hisashi Kurokawa, John M.S. Patton, James E. Tonner.

3. Approval of the Balance Sheet and Profit and Loss Statement for the fiscal year ended November 30, 1982.</



## INTL. COMPANIES &amp; FINANCE

## High technology planning takes Iveco to U.S. deal

LAST YEAR proved to be very difficult for Iveco, Western Europe's second-largest commercial vehicle group. "But we are going into 1983 much stronger," says Sig Giorgio Manina, managing director of the Fiat-owned company.

To prove his point, Iveco already has signed a major joint venture deal this year. It is to collaborate with Eaton Corporation, the U.S. group, in the design, manufacture and marketing of medium-duty truck transmissions.

Sig Manina lays emphasis on the idea that the arrangement fits the Iveco theory about the future of Europe's truck business. He sees the industry gradually moving away from its traditional vertical structure, in which the truck makers produce most of their own components, to one where they would instead assemble high-technology components bought in from suppliers who would be able to cover investment costs by producing in high volume.

Sig Manina points to the electronics industry, to draw a parallel. "That was once a vertical industry... now most television sets are made from components from one or two suppliers. As for the truck industry, 20 years ago there were many manufacturers in the U.S. Now there are very few, and not one of them has a vertical manufacturing structure."

Iveco, Sig Manina insists, would never depart from the vertical structure to the extent of giving up development of its own engines—"the heart of the truck." With an output of 280,000 diesel engines a year, the company has the volume to make the cost worthwhile.

Both Iveco and Eaton need to replace their ageing ranges of medium-duty truck transmissions—used largely in delivery vehicles and trucks up to 16 tonnes gross weight.

The first prototypes of the jointly developed transmissions based on Eaton's current five and six-speed boxes should be in working vehicles by 1985 and full production is scheduled for 1986. Eaton will use its plant at Basingstoke, in the south of England, to manufacture the gearboxes and also one of its plants in the U.S. It will be the first time Eaton has made and marketed a medium-duty transmission in the U.S.

Iveco will also make the gearboxes at its existing transmission plant at Brescia, near Milan.

Apart from major savings arising from the sharing of development costs, Iveco benefits from having access to Eaton's worldwide truck components sales network.

Eaton should gain from guaranteed volume from Iveco, which should help keep down prices and make the transmission plant at Brescia, near Milan.

There were also problems in which between them had been taking about 10,000 Iveco trucks a year, took practically none in 1982.

A long-standing arrangement with Saurer in Switzerland came to a sudden end when the Swiss group completed a tie-up with Daimler-Benz, and Iveco had to set up its own import company there.

There were also problems in work in Italy for various reasons, but who now work for us in Germany.

Fiat on its own would probably not have been able to reach the current Iveco scale of output, Sig Manina believes. "Although we would have not had the short-term problems, such as the losses in Germany and France, in the long-term we would not have had the chance of being a significant company in those markets."

Iveco had another setback last year when a deal for International Harvester to open up its dealer network in the U.S. to Iveco's medium-weight commercial vehicles fell through because of IH's financial problems.

The European group already had made a significant shift in policy in the U.S., moving the emphasis away from medium-heavy diesel trucks to lighter-weight chassis-cabs, again diesel-powered, to which American customers add their own bodywork.

Sig Manina says that the cancellation of the IH deal put Iveco's U.S. plans back a little in terms of market coverage. "We lost some time we could have used to sign up dealers. But the American truck market has been so depressed we didn't lose much."

He adds: "Now that the U.S. market is picking up and now we have a lot of new people there and our house has been put in order and our network strengthened—with the help of the lira-dollar relationship we can make money in the U.S. this year."

Sig Manina hopes for 4,000 to 5,000 unit sales in the U.S. in 1983. Once the 5,000 total is reached and looks like holding, Iveco will have to start assembling in the U.S. "Over 5,000 and you run into logistics problems. The pipeline from Europe is too long for that kind of volume."

He points out that Fiat received a substantial injection of vehicle engineering talent through the merger with Magirus. "We got access to Germans who do not want to

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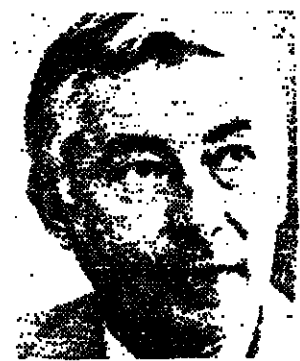
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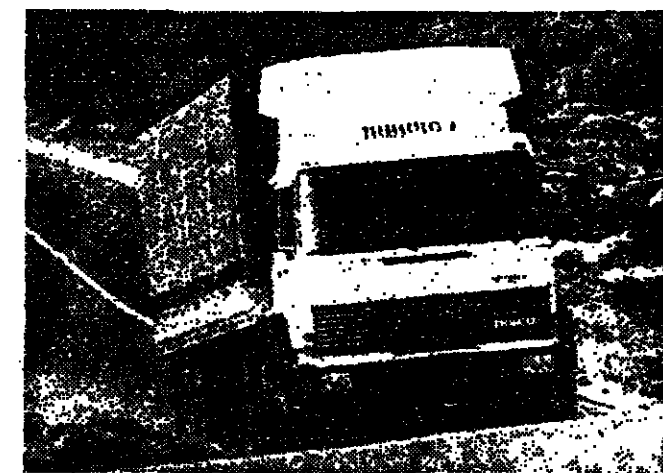
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Sig Giorgio Manina, managing director of Iveco, the Fiat-owned company which has linked with Eaton of the U.S. in a transmissions venture



Heavy goods hauling—Iveco's Fiat 190 turbo version

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Sig Manina says that the cancellation of the IH deal put Iveco's U.S. plans back a little in terms of market coverage. "We lost some time we could have used to sign up dealers. But the American truck market has been so depressed we didn't lose much."

He adds: "Now that the U.S. market is picking up and now we have a lot of new people there and our house has been put in order and our network strengthened—with the help of the lira-dollar relationship we can make money in the U.S. this year."

Sig Manina hopes for 4,000 to 5,000 unit sales in the U.S. in 1983. Once the 5,000 total is reached and looks like holding, Iveco will have to start assembling in the U.S. "Over 5,000 and you run into logistics problems. The pipeline from Europe is too long for that kind of volume."

He points out that Fiat received a substantial injection of vehicle engineering talent through the merger with Magirus. "We got access to Germans who do not want to

work in Italy for various reasons, but who now work for us in Germany."

Fiat on its own would probably not have been able to reach the current Iveco scale of output, Sig Manina believes. "Although we would have not had the short-term problems, such as the losses in Germany and France, in the long-term we would not have had the chance of being a significant company in those markets."

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## EUROPEAN COAL AND STEEL COMMUNITY

Dfls 100,000,000

7½% Bearer Bonds 1983 due 1989/1998

Amsterdam-Rotterdam Bank N.V.

Algemene Bank Nederland N.V.

Bank Mees &amp; Hope NV

Pierson, Heldring &amp; Pierson N.V.

Rabobank Nederland

Nederlandsche Middenstandsbank N.V.

Bank der Bondsspaarbanken N.V.

Deutsche Bank Aktiengesellschaft

Morgan Guaranty Ltd

Morgan Stanley International

The Nikko Securities Co., (Europe) Ltd.

Orion Royal Bank Limited

Société Générale

Société Générale de Banque S.A.

Swiss Bank Corporation International Limited

S.G. Warburg &amp; Co. Ltd.

March, 1983

All of these securities having been sold, this announcement appears solely for purposes of information.

NEW ISSUE

February 16, 1983

5,000,000 Shares

Student Loan Marketing Association

SallieMae

Adjustable Rate Cumulative Preferred Stock, Series A  
(Par Value \$50 Per Share)

Dividend Rate through June 30, 1983 at 9% per annum

After the dividend period ending June 30, 1983, the dividend rate will be reset quarterly. It will be equal to 4.50% less than the highest of: the Three Month Treasury Bill Rate, the Ten Year Treasury Constant Maturity Rate and the Twenty Year Treasury Constant Maturity Rate. The dividend rate for any dividend period will not be less than 5% per annum nor greater than 14% per annum.

The First Boston Corporation

Warburg Paribas Becker

Goldman, Sachs &amp; Co.

Lehman Brothers Kuhn Loeb

Merrill Lynch White Weld Capital Markets Group

Salomon Brothers Inc.

Bear, Stearns &amp; Co.

Blyth Eastman Paine Webber

Donaldson, Lufkin &amp; Jenrette

Drexel Burnham Lambert

E. F. Hutton &amp; Company Inc.

Kidder, Peabody &amp; Co.

Prudential-Bache

L. F. Rothschild, Unterberg, Towbin

Shearson/American Express Inc.

Smith Barney, Harris Upham &amp; Co.

Dean Witter Reynolds Inc.

Carroll McEntee &amp; McGinley

Craigie Incorporated

Discount Corporation of New York

Morgan, Keegan &amp; Company, Inc.

New York Hanseatic

Thomson McKinnon Securities Inc.

## European Brazilian Bank Limited

FINANCIAL HIGHLIGHTS  
YEAR ENDED 31st DECEMBER

|                    | 1981    | 1982    |
|--------------------|---------|---------|
| Capital & Reserves | 28,973  | 39,918  |
| Subordinated Loans | 15,707  | 18,547  |
| Loans              | 635,667 | 683,327 |
| Total Assets       | 816,823 | 766,068 |
| Pre Tax Profits    | 16,116  | 25,312  |
| After Tax Profits  | 7,831   | 12,025  |

Shareholders

Banco do Brasil S.A.

Bank of America Group

Deutsche Bank A.G.

Union Bank of Switzerland

The Dai-ichi Kangyo Bank, Ltd.

Bucklersbury House, 11 Walbrook, London EC4N 8HP.



## BLOCKER EXPLORATION 1981 N.V.

PRESS RELEASE REGARDING SPECIAL GENERAL MEETING  
OF SHAREHOLDERS SCHEDULED FOR  
MARCH 30, 1983

A Special General Meeting of the Shareholders of Blocker Exploration 1981 N.V., a Netherlands Antilles corporation, will be held at De Buitenkade 62, Willemstad, Curacao, Netherlands Antilles on Wednesday, March 30, 1983 at 10:00 a.m. Curacao time, for the following purposes: (1) to authorize any and all members of the board of managing directors to consent on behalf of the corporation to (a) the sale of all of the producing oil and gas properties of Blocker International Drilling Partnership 1981, a general partnership organized under the laws of the State of Texas, U.S.A., of which the corporation is a general partner, for consideration of at least U.S.\$526,798, which is 80 per cent of the present value of the estimated future net revenues therefrom discounted at a 30 per cent rate, subject to appropriate adjustments for the results of operations after the effective date of the sale; and (b) the dissolution and winding up of the partnership; (2) to approve the dissolution and winding up of the corporation; and (3) to appoint Briggs V. Nesmith and Curacao Corporation Company as co-liquidators of the corporation. It is not anticipated that any cash or other assets will be available for distribution to the corporation upon the dissolution and winding up of the partnership or to the shareholders of the corporation upon the dissolution and winding up of the corporation. Holders of record of registered shares at the close of business on February 17, 1983 are entitled to notice of and to vote at the meeting or any adjournment thereof.

The Articles of Incorporation of the corporation provide that in order to exercise their rights as the members/holders of bearer shares must establish their ownership of such shares in a manner satisfactory to the chairman of the meeting. They may establish such ownership by depositing such shares (or a certificate of deposit of these shares) satisfactory to the board of managing directors of the corporation at the office of the corporation at De Buitenkade 62, Willemstad, Curacao, Netherlands Antilles or at the office of the corporation at 800 Bering Drive, Houston, Texas 77067, against written receipt, not later than on the day of the meeting and by producing this receipt at the meeting. Such deposits may be made commencing immediately on any business day between the hours of 9:00 a.m. and 5:00 p.m. local time provided that all deposits must be made by the commencement of the meeting which is scheduled to occur at 10:00 a.m. Curacao time, March 30, 1983. Shares so deposited may be withdrawn by the person who deposited such shares upon surrender of the receipt hereafter at any time prior to the commencement of the meeting. The Articles of Incorporation of the corporation provide that resolutions to dissolve the corporation must receive the affirmative vote of a majority of the votes cast at the meeting, provided that at least one-third of the outstanding shares are represented.

The appointment of Briggs V. Nesmith and Curacao Corporation Company as co-liquidators requires the affirmative vote of a majority of the shares represented at the meeting. The corporation



## You can make the taxman write a cheque...

Voluntary work is increasingly encouraged in Britain and the taxman is empowered to pass tax you have paid, and will pay, to a charitable project of your choice.

There are several ways to put your tax to work, for example:

- ★ A simple annual covenant for four years adds 43 pence to every £1 you donate.
- ★ Shares on which there is a potential Capital Gains Tax escape all duty if donated to charity.

To help elderly people is probably the best of all ways to use the tax concessions now available. Left behind by inflation, often desperately lonely and frail, time is not on their side.

If you are, use some of your tax power to help them.

£10 provides 50 nourishing meals for the elderly overseas.

£50 contributes to the cost of a minibus for the elderly.

£100 will provide the surgical equipment for many operations overseas.

Please use the FREEPOST facility and address your gift/request for information to:—

The Hon. Treasurer

The Rt. Hon. Lord Maybray-King

Help the Aged, Room FT2L

FREEPOST 30, London W1E 7JZ

(no stamp needed)

## UK COMPANY NEWS

### SECOND-HALF PERFORMANCE SHOWS SIGNIFICANT RECOVERY

## Royal ends 1982 lower at £96.5m

BY OUR FINANCIAL STAFF

A STRONG performance in the second half of the year enabled Royal Insurance to show a significant recovery from its disastrous start to the year and finish with pre-tax profits for 1982 of £96.5m—some 18 per cent lower than the previous year's figure of £117.5m.

A tax charge cut by half resulted in the net profit attributable to shareholders rising marginally from £71.7m to £72.9m, with the earnings per share rising from 38.5p to 38.7p.

The total dividend for the year is lifted by almost 5 per cent from 25.25p to 26.5p.

Underwriting losses predictably rose strongly by two-thirds from £102.9m to £166.1m, with U.S. losses nearly tripling from £32.3m to £91.1m. Investment income allocated to general insurance operations climbed nearly 20 per cent from £152.3m to £180.8m, leaving a general insurance surplus of £14.7m against £48.4m in the previous year.

Investment income attributable

to capital and free reserves increased by nearly a quarter from £48m to £59.5m, while long-term insurance profits climbed from £12.1m to £13.5m.

Premium income on general insurance business grew by 14 per cent in sterling terms, from £1.48bn to £1.7bn, the underlying growth allowing for exchange rates being 5 per cent. The growth in general insurance investment income allowing for exchange rate fluctuations was 11 per cent. The strong growth in stock markets worldwide resulted in the solvency margin rising from 52 per cent to 68 per cent.

Premium growth in dollar terms in the U.S.—the group's largest operating territory—was 12 per cent—twice the expected average growth for the U.S. insurance industry.

However, underwriting losses rose substantially, and the insurance operations recorded a pre-tax loss for 1982 of £18.9m against a profit of £27.7m in 1981.

There were higher losses in commercial multi-peril and automobile

business and the company increased premiums, particularly in the latter part of the year. Weather losses were some £13m greater than in 1981. Workers compensation business remained profitable.

The operating ratio in the U.S. climbed from 104 per cent to 111.1 per cent, with the claims ratio rising from 71.5 per cent to 78.3 per cent and the expense ratio from 32.2 per cent to 32.8 per cent.

The group saw the results of its remedial action begin to come through in Canada last year, with underwriting losses cut from £51.9m to £18.1m and the operation return to a pre-tax profit situation of £10.7m, against a loss of £27.8m in 1981.

But this has been achieved at the expense of a significant loss of business, with Royal's share of the market now being around 6 per cent.

Premium volume in the UK rose by 9 per cent, with most of this increase coming in personal business.

Motor premiums increased by 15 per cent, but underwriting moved from a profit of £5.1m in 1981 to a loss of £36.7m in 1982, with weather losses of £20m more than in 1981 only partially accounting for this turnaround. The market remains extremely competitive, but the company is maintaining its firm stance on the need for realistic pricing especially in the commercial and industrial markets.

Results improved in Australia following similar remedial action to that taken in Canada, with underwriting losses cut from £21.1m to £7.9m and the account showing a pre-tax profit of £1.5m against a loss of £13.3m. Again this recovery has been achieved at the expense of some loss of business.

Experience in the Netherlands showed a worsening position in all lines except engineering. There was an improvement in the majority of other territories but this was offset by a marked deterioration in many other European countries.

## Datastream plans to seek full Stock Exchange listing

BY RAY MAUGHAN

DATASTREAM, the computer-based financial information services group, is preparing to come to the stock market with a full quote in the next few weeks.

The listing is being sought because the major institutional investors which joined the consortium to buy Datastream from Hoare & Co now wish to realise part of their holdings and to put a value on the company.

The group is headed by Mr Paul Bossonnet, finance director of BOC Group, the industrial gases, medical products and carbon graphite manufacturer, which currently holds 40 per cent of the equity.

Other leading investors include Commercial Union, Prudential Assurance and the Touche Remont stable of investment trusts. Lazard, the merchant bank which is handling the issue, holds about 10 per cent. Brokers to the issue will be Cassinove & Co.

Datastream should be well enough known to potential investors since most leading stockbroking firms and institutional fund managers subscribe to the group's growing list of services.

Although Datastream has a well established clientele in the Netherlands, a developing base in Switzerland and a fledgling operation in West Germany, the business is almost exclusively concentrated on the London financial markets and their participants.

The core of the research has traditionally comprised stock market statistical information but the coverage has been widened recently.

to embrace economic data, and currencies.

To the basic stock market service, Datastream has also added graphic display systems, financial futures, investment accounting and fixed interest research.

Client terminals are connected by British Telecom landlines to Datastream's central computer, to which it is now installing the new Bank Xerox laser system.

Mr Tony Helman, the managing director, estimates that some 400 terminals are now installed in clients' offices—major clients require several terminals—and installations are rising at about 10 to 15 per cent annually.

Profits have grown from £250,000 before tax to £340,000 between 1977 and June 30 last year, taking in one shortfall during 1980 of £40,000 after the reallocation of moving headquarters.

Growth has stemmed in large part from the new graphics services and rising demand from fund managers for the investment accounting services, which provides fully automated portfolio double entry book-keeping, printed statutory reports and on-line management information.

The London International Financial Futures Exchange is another avenue of potential growth and Datastream already has 20 orders for its financial futures system. It remains to be seen, however, how this market builds up. For the future Datastream sees increasing link-ups with clients existing computer networks.

## McDonald's buys out UK franchise holder

BY PAUL TAYLOR IN NEW YORK

McDONALD'S, the U.S.-based company that operates the world's largest chain of fast-food restaurants,

has agreed to acquire the remaining 55 per cent of the shares in its UK joint venture franchise holder, McDonald's Golden Arches Restaurant.

Golden Arches is ranked about fourth out of McDonald's overseas operations; after Canada, Japan and West Germany. Its sales last year were \$117m from 101 restaurants, and it plans to open a further 32 this year.

Until now, McDonald's has held 45 per cent of the equity in Golden Arches. The joint venture agreement is due to expire this year and the restaurants will continue to be run by the UK management, which owns the remaining 55 per cent of Golden Arches. Terms of the acquisition have not been disclosed.

McDonald's currently has 7,250 outlets in 31 countries.

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## WestAvon gears trust to U.S.

By Charles Batchelor

WESTAVON Securities, a Bristol-based licensed securities dealer, yesterday launched a unit trust geared to the U.S. traded options markets.

WestAvon hopes that its Guernsey U.S. Dollar Option Fund, claimed to be the first of its kind established outside the U.S., will achieve an early subscription level of \$5m.

In September the company launched the first unit trust geared to the London traded options market and this has since attracted nearly £500,000 of funds, said Mr John Funnell, a director.

The U.S. fund will employ two strategies, both aimed at maximising capital growth and achieving a low level of income.

The first involves purchasing the underlying stock and writing, or selling, a corresponding number of call options.

The second strategy involves the fund's buying U.S. treasury bills and writing, or selling, put options,

## Woolworth to close catalogue chain

BY DAVID CHURCHILL, CONSUMER AFFAIRS CORRESPONDENT

WOOLWORTH Holdings is to close its 45-strong Shoppers World discount catalogue chain next month with the loss of more than 500 jobs.

The move is the latest attempt by the financial consortium which acquired the ailing Woolworth chain last autumn to revive the store group's fortunes by cutting out unprofitable activities.

A month ago the company shed a further 550 jobs by slimming down its regional operating structure and its buying departments.

The decision to close down the Shoppers World operation came after a review of its trading position. This revealed that Woolworth's would require too much investment and management resources to make the operation profitable.

Shoppers World was set up in the UK in 1977 and was based on the catalogue showrooms sector in North America and specifically on similar Woolworth operations in the U.S. and Canada.

The concept differs from normal retail outlets in that the range of goods for sale is not extensively displayed.

played. Instead, shoppers choose the items from a catalogue and these are retrieved from stockrooms. The advantage is that the costs of displaying merchandise are sharply reduced.

The only other company to have successfully adopted this style of operation in the UK is the Argos chain, part of BAT Industries. Argos was set up in the early 1970s by Mr Richard Tompkins, the founder of the Green Shield Stamps trading empire.

Woolworth has not yet decided whether to try to sell Shoppers World chain as a group or in parts. Of the 45 outlets 17 are located in Woolworth stores and the remaining 28 stand alone. About a quarter of the independent units are freehold sites.

Woolworth has had a few inquiries about the Shoppers World sites, including one from Argos which was interested in the Kensington High Street site in London, but has had no firm offers.

### RESULTS IN BRIEF

#### ■ ANGLO-INTERNATIONAL Investment Trust

| Year to Dec 31  | 1982    | 1981    |
|-----------------|---------|---------|
| Pre-tax revenue | £       | £       |
| Tax             | 196,449 | 185,757 |
| Dividend        | 5.9p    | —       |
| NAV per share   | —       | —       |

#### ■ HEYWOOD WILLIAMS GROUP Aluminium extrusion and glass

| Year to Dec 31      | 1982    | 1981    |
|---------------------|---------|---------|
| Sales               | 33.1m   | 31.49m  |
| Pre-tax profit      | 897,000 | 947,000 |
| Dividend            | 113,000 | 14,000  |
| Attributable profit | 881,000 | 172,000 |
| Earnings per share  | 8.7p    | 2.7p    |
| Dividend            | 3p      | 1p      |

#### ■ BAINE INDUSTRIES Estate developer, engineering and insurance

| Half-year to Dec 31 | 1982    | 1981   |
|---------------------|---------|--------|
| Sales               | £27m    | £99m   |
| Pre-tax profit      | 241,000 | 68,000 |
| Dividend            | 11,000  | 2,000  |
| Attributable profit | —       | —      |
| Earnings per share  | 1.25p   | 0.284p |
| Dividend            | 0.17p   | 0.1    |

# UNILEVER IN 1982

The Directors of Unilever announce the Companies' provisional results for the fourth quarter and for the year 1982, and their ordinary dividend proposals. The final results are subject to completion of the consolidated accounts and audit.

### UNILEVER COMBINED RESULTS ON AN HISTORICAL COST BASIS (£ millions)

| Fourth Quarter  | 1982   | 1981   | Increase/Decrease | Full Year (Closing Rates) | 1982    | 1981 | Increase/Decrease |
|---|--------|--------|-------------------|---------------------------|---------|------|-------------------|
|   |        |        |                   |                           |         |      |                   |
| SALES TO THIRD PARTIES  | 3,311  | 3,054  | 8%                | 13,215                    | 11,889  | 11%  | 5%                |
| OPERATING PROFIT  | 116.7  | 133.5  | (13)%             | 708.0                     | 704.5   | 1%   | (4)%              |
| Concern share of associated companies' profit before taxation                     | 14.9   | 15.4   |                   | 53.8                      | 55.2    |      |                   |
| Income from trade investments   | 1.2    | 0.9    |                   | 4.0                       | 2.4     |      |                   |
| Interest  | (9.4)  | (9.1)  |                   | (44.2)                    | (52.9)  |      |                   |
| Interest on loan capital  | (19.6) | (13.7) |                   | (74.1)                    | (67.1)  |      |                   |
| Other interest  | 10.2   | 4.6    |                   | 29.9                      | 14.2    |      |                   |
| PROFIT BEFORE TAXATION  | 123.4  | 140.7  | (12)%             | 722.8                     | 709.2   | 2%   | (3)%              |
| Taxation on profit of the year  | (63.4) | (63.0) |                   | (333.7)                   | (314.3) |      |                   |
| Taxation adjustments previous years   | 8.5    | (1.2)  |                   | 13.1                      | 21.7    |      |                   |
| Outside interests and preference dividends  | (4.1)  | (4.0)  |                   | (31.2)                    | (25.1)  |      |                   |
| Profit attributable to ordinary capital   | 64.4   | 72.5   | (11)%             | 370.8                     | 391.5   | (5)% | (10)%             |
| —Fourth quarter   |        |        |                   |                           |         |      |                   |
| —Year at closing rates  |        |        |                   |                           |         |      |                   |
| Difference on translation of 1982 results at closing rates of exchange (31/12/82) | 5.0    |        |                   |                           |         |      |                   |
| PROFIT ATTRIBUTABLE TO ORDINARY CAPITAL   | 69.4   | 72.5   | (4)%              | 370.8                     | 391.5   | (5)% | (10)%             |
| —PLC  | 31.9   | 39.2   |                   | 176.6                     | 198.2   |      |                   |
| —NV   | 37.5   | 33.3   |                   | 194.2                     | 193.3   |      |                   |
| Combined earnings per share—per 25p of capital                                    | 18.68p | 19.52p | (4)%              | 99.82p                    | 105.39p | (5)% | (10)%             |
| Dividends on ordinary and deferred capital  |        |        |                   | (136.6)                   | (124.1) |      |                   |
| —PLC  |        |        |                   | (46.5)                    | (42.5)  |      |                   |
| —NV   |        |        |                   | (91.1)                    | (81.6)  |      |                   |
| PROFIT OF THE YEAR RETAINED   |        |        |                   | 234.2                     | 267.4   |      |                   |

### UNILEVER COMBINED RESULTS ON A CURRENT COST BASIS

|   |         |         |
|---|---------|---------|
| OPERATING PROFIT—Historical cost basis  | 708.0   | 704.5   |
| Adjustments to depreciation, cost of sales, monetary working capital and other required to obtain current cost operating profit | (272.3) | (258.8) |
| OPERATING PROFIT  | 435.7   | 445.7   |
| PROFIT BEFORE TAXATION  | 494.7   | 495.0   |
| PROFIT ATTRIBUTABLE TO ORDINARY CAPITAL   | 171.2   | 211.3   |
| Combined earnings per share—per 25p of capital  | 46.09p  | 56.90p  |

Note: The gearing adjustment has been taken into account in arriving at the profit before taxation.

### Exchange Rates

The results for the quarter and the comparative figures for 1981 have been translated at comparative rates of exchange. These are based on £1 = Fl. 4.72 = U.S. \$1.91, which were the closing rates of 1981. An exception has been made for the results that have arisen in hyper-inflationary economies, which for the current quarter have been translated at the closing rates for 1982. The historical cost profit attributable to ordinary capital for the current quarter has also been translated at the closing rates for 1982 being based on £1 = Fl. 4.23 = U.S. \$1.61, which will be used for the Annual Accounts 1982.

The results and earnings per share for the full year 1982 have been translated at the closing rates for 1982. The 1981 figures for the full year are based on the closing rates for 1981. The trends are therefore influenced by the changes in exchange rates during the year. For comparison purposes the trends have also been shown based on comparable rates of exchange.

### Results

#### Fourth quarter 1982

In the fourth quarter of 1982 total sales value was 8% higher than in the corresponding quarter of 1981. After allowing for disposals and acquisitions and for the change in the year-end in UAC International referred to previously, sales volume was just below 1981. Operating profit was 13% below the corresponding quarter of 1981, mainly because of the high level of restructuring costs, the principal item was the provision for the closure of the Thames Board factory at Warrington, which has already been announced. In Europe, the edible fats and detergents businesses had a good quarter. Profits of other consumer businesses were disappointing. Results of chemicals and transport were better, but those of paper, plastics and packaging were significantly worse than last year. Our operations in North America, in total, had greatly improved profits. Increasingly difficult trading conditions in Nigeria had a severe adverse effect on UAC International's results. Elsewhere outside Europe and North America total results were higher than in the corresponding quarter of 1981.

#### Full year 1982

For the full year 1982, at comparable rates of exchange, total sales value increased by 5% but operating profit was down by 4%; this decline was mainly because restructuring costs were higher than in previous years. Sales volume was little changed compared with last year.

In the consumer groups in Europe, frozen products and personal products had improved results. Restructuring costs led to lower results for edible fats and detergents; other food and drink also had lower results. Amongst the industrial groups, results from chemicals and transport improved, but paper, plastics and packaging had a substantial loss.

In North America operating profit was considerably higher than in 1981; Lever Brothers made significant progress towards a return to profitability and the other businesses produced good results. UAC International's results in total were below those in 1981, mainly because they were severely affected by the import restrictions in Nigeria; profits in French-speaking Africa were better than in 1981.

Results in the other countries outside Europe and North America improved, but sales volume growth slowed down considerably.

### Accounting Issues

A number of UAC International's subsidiaries are changing the closing date of their financial year from 30 September to 31 December, and for them the fourth quarter covers six months and the year 1982 covers fifteen months. For Unilever as a whole this change has added 3% for the fourth quarter and 3% for the year to the sales percentage increase. The effect on the profit figures is 5.3% before tax.

Net interest costs were well down on 1981, resulting from both increased net liquid funds and lower interest charges. Taxation charges compare unfavourably with 1981, principally because special factors, one of which was United Kingdom stock relief relating to previous years, caused the tax charge last year to be unusually low.

Total concern profit attributable at comparable rates of exchange was 10% lower than in 1981. At closing rates, exchange differences caused total concern profit attributable to be lower than 1981 by 5% in sterling and by 15% in guilders. Results on a current cost accounting basis were worse than in 1981 both before and after tax, largely because of the impact under current cost accounting of restructuring involving disposal of fixed assets.

The Boards today resolved to recommend to the Annual General Meetings to be held on 18th May, 1983, the declaration of final dividends in respect of 1982 on the Ordinary capitals at the following rates which are equivalent in value at the rate of exchange on 31st December, 1982 in terms of the Equalisation Agreement between the two companies:

PLC 18.67p per original 25p Ordinary share (1981: 16.91p), bringing the total of PLC's dividend declarations for 1982 to 28.83p per share (1981: 26.87p).

NV Fl. 60 p for Fl. 20 Ordinary capital (1981: Fl. 7.60), bringing the total of NV's dividend for 1982 to Fl. 12.04 per Fl. 20 Ordinary capital (1981: Fl. 12.04).

The PLC final dividend will be paid on 31st May, 1983, to shareholders registered on 3rd May, 1983. The NV final dividend will also be paid on 31st May, 1983. For the purpose of equalising dividends under the Equalisation Agreement, the Advance Corporation Tax (A.C.T.) in respect of any dividend paid by PLC has to be treated as part of the dividend. If the effective rate of A.C.T. applicable to payment of the final dividend is changed from the current rate of 3/7ths, the amount now announced will be adjusted accordingly and a further announcement made. The Report and Accounts for 1982 will be published on 26th April, 1983.

1st March, 1983.







# Prestige

Mr. David Lawman reports on 1982

The following is an extract from the Statement by the Chairman, Mr. D. I. T. Lawman, which has been circulated with the Report and Accounts for the year ended 31st December, 1982

Profit for the year before taxation was £5,456,000 (1981 - £6,622,000), a 17.6% decrease. Sales were also lower at £55,834,000 (1981 - £64,189,000) including £3,602,000 sales by subsidiary companies which were sold at the end of that year.

This result reflects the depressed trading conditions both in the United Kingdom and in the majority of our European and other overseas markets, and sales throughout the Group were particularly affected in the third quarter of the year. However, the actions which we have taken to improve competitiveness and efficiency in all aspects of our business, supported by the strength of the Group balance sheet, should provide the basis for improved profit in 1983.

The Board is recommending a final ordinary dividend of 17.5% making a total for 1982 of 27.5% (1981 - 27.5%). This dividend is covered 2.6 times by profit after tax.

| 1982 IN BRIEF      | 1982<br>£000 | 1981<br>£000 |
|--------------------|--------------|--------------|
| Sales              | 55,834       | 64,189       |
| Profit before tax  | 5,456        | 6,622        |
| Earnings per share | 17.8p        | 21.3p        |

Copies of the 1982 Accounts and the Chairman's Statement may be obtained from the Secretary, The Prestige Group PLC, Prestige House, 14-18 Holborn, London EC1N 2LQ. The Annual General Meeting will be held in London on 23rd March, 1983.

Manufacturers of 'Prestige', 'Skyline', 'Ewbank', & 'O-Cedar' household products. Overseas companies operating in Australia, Belgium, France, Germany, Italy, New Zealand, South Africa, Spain, Sweden.

## BIDS AND DEALS

### Ronson trademarks sold for a 'substantial' sum

BY DAVID DODWELL

ARTHUR ANDERSEN, receiver for Ronson International, yesterday announced that it has sold "for a substantial sum" the trademarks used by Ronson on its cigarette lighters.

The announcement at the same time acknowledged defeat in efforts to find a buyer for the entire business of Ronson as a going concern.

Mr. Clive Sherling, joint receiver for the company, said Andersen had "no option but to sell packages of assets at the best available price."

The UK trademarks of Ronson have been sold to Alfred Preedy and Sons, the wholesale and retail tobacconists. Overseas trademarks have been sold to Ronson (Exports), a company set up in June last year by Mr. Port, former Ronson International chairman.

Ronson International was in July last year put into receivership for the second time. In September 1981 it had been

rescued by Mr. Jeffrey Port through Carvain, a company of which he was chairman.

Since July, receiver Arthur Andersen has been trying—in vain—to dispose of the entire company. Various purchasers have been in discussions including Dixons, the High Street photographic chain. But the purchase price sought by Andersen, thought to be around £3.7m, has failed to attract a buyer.

A spokesman for Andersen said yesterday: "There comes a time when you make a judgment that it is not going to be possible to sell the business as a going concern. In that case, it is our statutory duty to creditors to seek the best settlement possible."

When first put into receivership, Ronson International employed almost 2,400 people. After substantial disposals early in 1982, Ronson now employs about 250 people in factories on the Isle of Wight and in West

Chilton, Tyne and Wear.

The receiver said yesterday that both Preedy and Ronson (Exports) had indicated they were prepared to place long-term orders with these factories. "If the goods can be produced at a competitive price."

Discussions are continuing on the possible disposal of the two factories, and the receiver hopes to announce further details at a meeting for creditors, likely to be called towards the end of the month.

The factories currently have full order books for the coming eight weeks.

The receiver is also looking for a buyer for the trademarks for Ronson's shavers, hairdryers and electric toothbrushes.

When Ronson International was first put into receivership, debts were understood to amount to around £5m. They now stand at about half that level.

The company's bank and main creditor is Standard Chartered.

### Chas. Booth suspended on merger negotiations

SHARE dealing in Charles Booth, a property company recently introduced to the Unlisted Securities Market, was suspended yesterday because of merger talks currently taking place with New England Estates.

Both companies are controlled by Hunting Gibson, the ship owning and management company which floated Charles Booth on the USM in December.

Mr. John Smith, Hunting Gibson's company secretary, said yesterday: "Somehow, the fact that there are informal talks between Charles Booth and New England Estates has got around. As a result we thought it was best to suspend Charles Booth's quote, and distribute a circular when the picture is clearer."

"We were hoping to do this in a much more orderly way," he added.

Charles Booth is controlled by Hunting Gibson, Hunting Associ-

ated Industries, and a Dutch mortgage bank, Freisch-Groningsche Hypotheekbank. Each owns a 25 per cent stake in the company.

Including a 45 per cent share in a large property in St James's Street in London, Booth has assets in the region of £25m. In the six months to June 30 last year it reported a pre-tax loss of £58,000.

New England Estates, a property company with assets more substantial than those of Booth, is controlled in exactly the same way as Booth. Merger would therefore involve a substantial injection of properties into the company. Control is not expected to be altered by the reorganisation.

From a flotation price of between 12p and 15p, Charles Booth was suspended with potential buyers bidding around 18p, according to brokers Robert Wigram.

#### MONTHLY AVERAGES OF STOCK INDICES

|                       | February      | January | December     | Nov.   |
|-----------------------|---------------|---------|--------------|--------|
| Financial Times       | 78.55         | 78.55   | 79.97        | 83.14  |
| Government Securities | 104.1         | 80.51   | 81.51        | 85.20  |
| Fixed Interest        | 646.5         | 613.6   | 599.8        | 619.7  |
| Industrial Ordinary   | 611.7         | 628.7   | 613.5        | 613.5  |
| Gold Mines            | 24,749        | 25,995  | 19,427       | 22,560 |
| Total Gains           |               |         |              |        |
| F.T. - Actuaries      | 419.98        | 399.95  | 395.18       | 400.1  |
| Industrial Group      | 429.9         | 397.5   | 419.55       | 419.55 |
| 200 Shares            | 399.24        | 278.86  | 265.43       | 263.81 |
| Financial Group       | 404.79        | 391.36  | 379.40       | 383.25 |
| All-Share (750)       |               |         |              |        |
|                       |               | High    | Low          |        |
| Industrial Ordinary   | 662.5 (11th)  |         | 628.4 (1st)  |        |
| All-Share             | 416.08 (11th) |         | 396.17 (1st) |        |

### Grindlays Holdings p.l.c.

The Board of Grindlays Holdings p.l.c. has recommended a final dividend for the year ended 31st December, 1982 of 12.5% net (1981 11.5%) making a total for the year of 17.5% (1981 16.5%) equivalent to 4.375p per share (1981 4.125p per share).

51 per cent of the shares of Grindlays Bank p.l.c. are held by Grindlays Holdings which is quoted on The Stock Exchange, London. 49 per cent of the shares are owned by Citibank, N.A., New York.

### Grindlays Bank p.l.c.

The Group has emerged from a difficult year with its overall strength much enhanced

#### Results

|  | 1982<br>£'Millions | 1981<br>£'Millions |
|--|--------------------|--------------------|
| Trading profit for the year after provisions for doubtful debts of £25.9 million (1981 £5.8 million) | 29.1               | 34.5               |
| Special items  |                    |                    |
| Net profit on sale of subsidiary companies and investment  | 44.4               | -                  |
| Transfer to general provision  | 25.0               | -                  |
| Profit attributable to shareholders  | 27.7               | 10.3               |
| Share Capital & Reserves   | 158.8              | 134.1              |
| Loan Capital   | 131.9              | 60.4               |

Commenting on the 1982 results the Chairman, Mr. Nigel Robson says:-

"Before provisions operating earnings of the Group were £55.0 million, a significant increase over the comparative figure (£40.3 million) for the previous year. However, debt provisions after recoveries were markedly higher in 1982 at £25.9 million compared with £5.8 million the previous year."

● Profits realised on sale of subsidiary companies and investment net of tax were £44.4 million, a surplus on a scale unprecedented in the history of the bank. It has been considered appropriate to make a special transfer to general provision for those profits of £25 million.

● The capital base has increased by approximately 50% to over £290 million.



Grindlays Bank p.l.c.

Head Office: 23 Fenchurch Street, London EC3P 3ED.  
Tel. 01-626 0545. Telex: 885043/6 GRINDLY G.

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## MINING NEWS

### Peko-Wallsend stages a return to profits

BY KENNETH MARSTON, MINING EDITOR

WHILE the market for Australian mining issues is bedevilled by political and economic uncertainties at home, let alone those abroad, the latest half year results from Peko-Wallsend provide some welcome relief.

Lachlan Drummond reports from Sydney that the Australian mining and industrial group has returned to profits in the first half of the current year to June 30, earning A\$6.11m (£3.85m) against a loss of A\$1.2m a year ago. The total loss for 1981-82 was A\$12.2m.

Peko says that it expects to trade profitably in the second half when the payment of a dividend will be considered. For the previous year the company paid an interim of 1.5 cents but omitted its final for the first time in a decade.

The latest half year results have been given a boost by the 30.5 per cent-owned Energy Resources of Australia which runs the Ranger uranium mine. This has provided A\$6.92m compared with A\$2.5m a year ago.

Of Peko's mining interests, profits at the Tennant Creek operations have risen in line with the higher gold price and better performance at the Warrego mine. The mineral sands operations made a profit but the scheelite (tungsten ore) and copper activities suffered losses.

On the other hand, most of the industrial interests were profitable. They include scrap metals, batteries, slurry pumps and agricultural equipment.

There has also been some improvement at the long-suffering Seltrust Holdings which

is 75.3 per cent-owned by British Petroleum. Thanks to a better performance by the Teutonic Bore zinc-copper-silver mine in its first full year of operation Seltrust has reduced its loss for 1982 to A\$3.34m from A\$19.8m.

In fact, there was a profit of A\$6.6m before the heavy depreciation provision of A\$14.9m which reflects the short life of Teutonic Bore. This is about six years in the absence of new ore finds.

But the main problem for Seltrust remains its 80 per cent-owned Agnew nickel mine. This continued to lose money as a result of depressed metal prices which outweighed the effects of lower operating costs and gains from smoother production and the fall in value of the Australian dollar against the U.S. dollar in which nickel is priced.

### Malaysian copper complex?

A COPPER smelting and

fabrication plant, estimated to cost up to U.S.\$530m (£350m) is being considered by the Pahang State in Malaysia as part of an integrated project to exploit a large copper deposit there, reports Wang Sulong from Kuala Lumpur.

If the feasibility study, currently being carried out by Malaysia Mining Corporation

(MMC), recommends the project the possible partners would be MMC, the Heavy Industries Corporation of Malaysia (Hicom) and the Pahang State Government.

Datuk Najib Tun Razak, Pahang's Chief Minister, who discussed the project yesterday with Datuk Paul Leong, the federal Minister of Primary Industries, said that for it to be viable additional copper con-

centrates would have to be imported from the east Malay-Asian state of Sabah as well as Indonesia and Papua New Guinea.

The Pahang copper deposit, discovered near Pekan Sri Jaya five years ago, is believed to be fairly large. MMC is spending A\$525m (£340m) on drilling work to ascertain the extent of the deposits.

### Lac Minerals sells gold forward again

CANADA'S second largest gold producer, the Lac Minerals

group, has again hedged against price uncertainties by making a sizeable forward sale of its production, reports John Saganich from Toronto.

Lac has sold forward 150,000 ounces of gold at an average price of \$240 per ounce, equal to US\$488 at current exchange rates, against 1983 production which is expected to total 225,000 oz. In London yesterday the bullion price closed at \$418.1, February 4 1983 will now be implemented.

The hedging policy has paid off well for Lac in the past. Last year forward sales totalled 119,000 oz at the equivalent of \$307, a price which compared with \$240 at the end of the year and the 1982 average of \$376.

The group did even better in 1981 when it sold forward the entire production of 178,000 oz at the equivalent of \$617. In

that year gold averaged \$457 and closed at \$400.

### Petaling Tin's State deal

MALAYSIA'S Petaling Tin, a member of the Singapore-based Straits Trading group, says that after several years of discussions it has reached a deal with the Selangor State Government which will ensure the renewal of its mining leases in Kuala Lumpur for the next 20 years.

Under the agreement Petaling will increase its issued capital of 10.1m shares by the creation of 3m new shares which will be acquired by the state's mining arm, Kumpulan Perangin, giving the latter a 30 per cent stake in Petaling.

Petaling is also declaring a special interim dividend of 80 cents, less tax at 40 per cent.

### Inco offering another 6m shares

CANADA'S struggling nickel giant, Inco, is to make an offering of a further 6m common shares. This follows two offerings last year, one of 6.9m shares in May and another of 6m shares in November, which raised between U.S.\$125m (£82.5m).

The share price at which the latest offering is to be made is expected to be known in about a fortnight's time after the company's registration statement has been studied by the U.S. Securities and Exchange Commission. The new shares will raise the existing issued capital by 6 per cent.

Inco, which lost \$204.2m last year, says that the new funds to be raised will be used to reduce bank borrowings. The shares were around \$13 in New York yesterday and CS16 in Toronto.

#### SHARE STAKES

Wyndham Engineering—Amco Consultancy Corp. has sold 97,746 ordinary shares (16.29 per cent of the equity capital), leaving it with 29,400 (equivalent to 4.9 per cent of the capital).

Crouch Group—Garran Rawlins has acquired 20,000 ordinary shares and now holds, together with its two directors, 380,000 ordinary shares, representing 9 per cent of its issued share capital.

British Dredging—Following further purchases the total of ordinary shares now owned by Coligny Holdings is 3,406,781 representing 20.6 per cent of the issued share capital.

Brammer—Mr. J. E. Head has sold 40,000 ordinary shares beneficially held at a price of 105p each. His share holding is now 225,085.

Manover Investment—Mr. C. C. Redstone, a director, and his wife have sold 40,000 ordinary shares. Costain Group—Mr. A. D. Hutchinson, a director, has disposed of 25,000 ordinary shares at a price of 202p each.

The Stock Conversion and Investment Trust—Mr. Joseph Levy, a director, has disposed of a non-beneficial interest in 100,000 ordinary shares. Mr. James W. Wishart, a director, has disposed of a non-beneficial interest of 100,000 ordinary shares.

River Plate & General Investment—River & Mercantile Trust

no longer has a disposable interest in the deferred share capital. Caledonian Offshore—New Damson Oil Trust is the beneficial owner of 55,000 ordinary shares (5.6 per cent).

G. and G. Kyocera—Mr. D. J. Hay, a director, has acquired 53,500 ordinary, which increases his interest to 14.83 per cent.

Thurgar Barden—Sharna Ware has disposed of ordinary shares to the extent that it now holds less than 5 per cent.

Knight Computer International—C. J. Dunnelliffe, a director, has sold 50,000 shares. Energy Finance and General Trust—Scottish Northern Investment Trust has sold 88,052 ordinary shares.

Squirrel Horn—Mr. Ian Yates of Patricians & Swinley Chase Handforth Road, Wiltshire, Cheshire, now holds 897,500 or 17.60 per cent of the ordinary.

Healey—The Millport Group of companies, through its subsidiary Alton House Holdings, Gregory Securities and Blue A Star Garages, are the beneficial owners of 1,025,000 (7.32 per cent) of the issued ordinary share capital.

Mellish—With the exercise of his full rights under the option agreement with the Taubman family dated November 10 1982 T. Suleyman, chairman of Mellish, is now a holder of 830,000 ordinary (25 per cent).

#### UDS/HANSON

The extraordinary meetings of UDS Group and Burton Group called for Friday are to be adjourned. This follows the Hanson Trust proposal to bid for UDS and will allow more time for Hanson and Burton to consider the new circumstances.

On February 25 Hanson purchased 1.5m ordinary shares of UDS at 118p, bringing its holding to 13m shares (6.82 per cent).

#### ASSOC. SPRAYERS

The offer made by Airtech Investments for the capital of Associated Sprayers has been accepted in respect of 94.07 per cent and has been declared unconditional. The remaining shares will be acquired compulsorily.

Ropner, the parent company of Airtech, has accepted in respect of its 19.7 per cent and this is included in the total. The merger is not being referred to the Monopolies Commission.

#### CI AUTOHOMES

The business and trading assets of CI Autohomes have been sold by the joint receivers, P. S. Padmore and N. Y. Souster of Price Waterhouse, to a consortium of CI's former directors consisting of Mr. E. Kirk, Mr. L. Macpherson, Mr. D. M. Budden and Mr. A. J. Graves. The new company will be known as Autohomes (UK).

This advertisement is issued in compliance with the requirements of the Council of The Stock Exchange

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(Incorporated in England under the Companies Act 1929)

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£8,000,000 6 to 17 per cent Stepped Interest Debenture Stock 2018 at £97.183 per cent nominal payable as to £25 per cent on acceptance and the balance by 30th June, 1983.

Application has been made to the Council of The Stock Exchange for the whole of the above Stock to be admitted to the Official List.

In accordance with the requirements of the Council of The Stock Exchange £800,000 of the Stock is available in the market on the date of publication of this advertisement.

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2nd March, 1983

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## THE MANAGEMENT PAGE

EDITED BY CHRISTOPHER LORENZ

## Goodyear steps on the gas

Paul Betts explains why the world's biggest tyre group went out and bought a pipeline

"IF SOMEBODY had come up to me four months ago and said 'let's buy a gas company' I would have said you are out of your mind."

Robert Mercer, the new chief executive and soon to be chairman of Goodyear, leant back in his chair and made no pretence at hiding the excitement prevailing these days inside the sober Akron, Ohio, headquarters of the world's largest tyre and rubber company.

After all, it is not in Goodyear's traditional style to go out and make a \$300m acquisition—let alone buying a Louisiana gas pipeline company with some oil and gas exploration interests. Indeed, the last time Goodyear bought anything major was in 1985. And then it was the Motor Wheel Corporation, a manufacturer of automotive products familiar to Goodyear's core business.

But does the acquisition of Celeron, the Louisiana gas transmission company, mean that a new era is dawning for Goodyear? Akron, once the world capital of the tyre industry accounting for more than 75 per cent of tyre production, produces these days less than 1 per cent of world tyres. Goodyear's domestic rivals—Firestone, B. F. Goodrich, Uniroyal, General Tire and Rubber, all of them based in Akron with the exception of Uniroyal—have either fallen by the wayside or increasingly diversified out of the tyre business.

The mere suggestion that Goodyear is now contemplating reducing its commitment, however discreetly, in the tyre business is tantamount to heresy at Akron. Making tyres, Mercer insists, remains "the cornerstone of our whole strategy."

Charles Pilliod, the architect of that strategy and the current chairman who is due to retire in April, describes the Celeron acquisition as "my baby." He explains it in these terms: "We set our goals ten years ago. We said we would first get our tyre business in shape and re-establish ourselves as a leader from a technological standpoint, bringing our plant and equipment up to levels we considered acceptable. We would then get our debt to equity ratio down into the 35 per cent range. And having accomplished all that we would then consider diversification. We achieved those goals



last year, and we set up a diversification team to look for something that was counter-cyclical to the automotive field and seemed to fit quite well with our businesses."

Pilliod, or "Chuck" as the Goodyear people call him, has become a legend in the tyre business. He was born 65 years ago in Cuyahoga Falls within miles of the Goodyear smokestacks and the company's Akron headquarters. He joined the company in 1941 as a production trainee and he never finished college.

Pilliod built up a reputation for being a tough, demanding manager and it was he who saw the U.S. moving from traditional bias-ply tyres to radials. At that time the conventional wisdom in Akron was that radials would simply not catch on in the domestic U.S. market. Yet by last year radials accounted for nearly 85 per cent of the 35m tyres sold on new American passenger cars in the so-called U.S. "new equipment" market. Of the 133m replacement tyres sold last year in the

U.S., radials accounted for as much as 66.7 per cent of the market.

Pilliod forced the company to bite the bullet and launch a \$2bn retooling programme designed to modernise the company's entire tyre production system. The centerpiece was the \$300m new radial tyre plant at Lawton in Oklahoma.

The breakthrough for Goodyear came with the introduction of the company's first all-season radial tyre, the "Tiempo," followed by the even more successful all-season radial the "Arriva." Although Goodyear regards the all-season radial as a technological breakthrough, the industry regards it as more of a giant marketing coup by a company known for its aggressive marketing and selling strategies. There is an old saying in Akron: "Goodrich invents it, Firestone claims it, and Goodyear sells it."

This strategy has been largely responsible for making Goodyear an unusually resilient and, by smokestack industry standards, successful, company at

a time when the mature industries of old industrial America, especially in the Mid-West, are struggling.

The strategy has also helped the company to withstand the foreign invasion on its domestic turf, first with Michelin of France and now with Bridgestone of Japan.

The fiercest battle is taking place in the medium to heavy duty truck tyre market in the U.S., where at the end of last June, Goodyear held 50 per cent of the market with its Kelly-Springfield subsidiary holding another 10 per cent.

"There is a shake-out in the tyre business where you are seeing three leaders emerge," says Mercer, who like Pilliod, also came through the ranks of the salesforce at Goodyear, although he is a New Jersey man and a Yale graduate. Of the rivals, Mercer says Bridgestone is the more formidable. "Michelin produced a great radial tyre but then really did nothing to change it for many years," he says.

Mercer acknowledges that the company in the past had often said that it was not going to go out and buy any oil wells. He claims that with the Celeron takeover, Goodyear has not done that. "What we bought," he says, "is a transportation company that has not a pipeline that doesn't have tyres on it."

Celeron is an intra-state gas transmission company. It supplies gas from the Northern Louisiana gas fields to the Southern Louisiana industrial belt, the third largest gas market in the U.S. and the fastest growing in the country. Because it is an intra-state company, Celeron is not shackled with the complicated federal regulations governing the inter-state gas industry.

Goodyear also liked Celeron because it essentially serves industrial customers with which Goodyear itself feels comfortable. Moreover, the fact that Celeron, generally regarded in the industry as one of the more successful well-managed gas transmission companies, agreed to be acquired for stock rather than cash, was an additional boon.

Mercer says Goodyear was impressed with Celeron's management team, but above all, solved in part Goodyear's anti-cyclical problem. "When oil is up, driving is down and this gives our tyre business a slow-down," Mercer explains.

But for Celeron, when oil goes up, so does the price of gas and in turn the company's profits. When oil prices drop, so do Celeron's earnings, which declined from \$105m to \$65m last year on revenues down from \$1.2bn to \$825m.

Goodyear's continued commitment to tyres has helped give it an edge over the competition in the U.S.—among other things it helped persuade many U.S. independent dealers, who sell more than half the country's replacement tyres, to carry Goodyear tyres exclusively.

While Mercer says Goodyear is "over the hump" in terms of big U.S. investments it is continuing to invest heavily in tyres overseas. Despite the economic difficulties in Latin America, Goodyear continues to see good long term prospects there. It is continuing its investments in Mexico, including a major expansion to manufacture truck radial tyres.

"We are modernising in

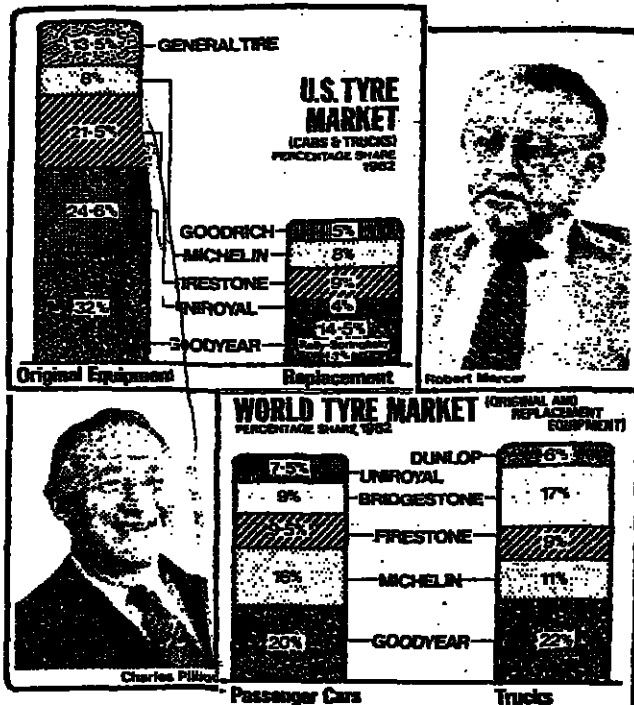
Europe and expanding in South Africa," says Mercer. "We want to protect and maintain our leadership position in our core business." And this despite the disappointing results from foreign tyre operations in the final quarter of last year, when they showed a net loss of \$5.5m compared with earnings of \$18.5m in the final quarter of 1991.

The key to Goodyear's tyre strategy, according to Mercer, is to avoid letting tyres become a commodity. "We have many competitors who produce commodities and we are not interested in the commodity business," he claims. "We have to have something that distinguishes us, and the consumer has to perceive real value. When he does perceive it he will pay the market price for that tyre." Thus Goodyear, he explains, is now in the business of "discounting only older products on the way out, while it brings out a steady flow of new ones. We plan to bring out two new tyres this year," Mercer says.

But the new chief executive acknowledges: "If we reach the point when we think the tyre business has plateaued in its ability to improve our return on investment, then I think we will look for further diversifications." But that point, he quickly adds, has not been reached.

Although Mercer emphasises that, in Celeron, Goodyear has bought a piece of the industrial gas pipeline business, the tyre company has also acquired what could turn out to be some hot oil and gas property. Indeed, one of the more attractive aspects of Celeron is its 20 per cent interest in a recent oil find by Los Angeles-based Occidental Petroleum. Occidental made the find offshore in the Santa Maria Basin off the California coast.

This new oil play is regarded by the industry as potentially one of the most promising new fields since the discovery of oil in Alaska. Texaco and Standard Oil of California have also both struck oil in the Santa Maria Basin. If expectations are fulfilled, Messrs Pilliod and Mercer, whatever they may say, will after all have done exactly what they claimed they would never do—go out and buy an oil well in the grand old American tradition of corporate acquisitions.



Source: Industry estimates

Bob Hutchison

## An enriching business

GOODYEAR, which flounders in the U.S. to remind the world that it makes tyres, has quietly built itself up over the years into one of the leading players in the uranium enrichment business. It is through its Goodyear Atomic subsidiary, managed by the U.S. Department of Energy, that Goodyear has become a major player in the uranium enrichment programme as possible.

For Goodyear, whose principal rival for the contract appears to be Westinghouse Electric, the Pittsburgh-based nuclear company which makes nuclear reactors, the sale of the Government did would be the chance to enhance its position as a major supplier of uranium for the Department of Energy. The opportunity would presumably more than offset the relatively modest fee for managing the enrichment at Oak Ridge facility with \$3bn in annual revenues from uranium enrichment, another \$3bn in annual budget appropriations, and about \$500m a year in construction projects.

Robert Mercer, Goodyear's chief executive, acknowledged his company was looking at

the possibility of taking over from Union Carbide. "It is a question of do you want to manage 18,000 people for a \$4m after tax return," Mercer said. He added: "It is also a question whether the Government will accept us considering the fact we already have a large chunk of that business."

It seems, however, that the Government intends to do just that. It is understood that the Department of Energy and the Reagan Administration is leaning heavily in favour of having one large well-endowed corporation manage as much of the Government's uranium enrichment programme as possible.

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## TECHNOLOGY

EDITED BY ALAN CANE

## RECESSION AND CAR INDUSTRY BLAMED FOR TURNABOUT

## Japanese robot industry slows down

BY ROY GARNER IN TOKYO

THERE are growing indications of a re-assessment of strategy among Japan's robot makers, at a time of sluggish sales and increasingly exacting demands from users.

Companies experiencing a slowdown in their robot business include industry leader Fanuc, which is now producing only 70 units per month, after a peak of 130 units per month last September.

Painting robot maker Kobe Steel, expects to produce 250 units in fiscal '92, 50 units short of target, and is unsure of achieving the 400 units planned for 1993.

Robotics trading company Taubaki Moto Kogyo, the sole agent for Kawasaki Juko, expects a 25 per cent drop in sales from last year.

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Thermography



Japanese robot sales are being hit by the recession. Last year Mrs Thatcher was shown robots from Fanuc, the industry leader, which has cut production from 100 to 70 units a month.

ways of improving the coordination between clients with robotics experience, concentrating on the combining of hardware and software skills.

Nakano said that "trading companies are in the strongest position to do this linking, which is a typical development in Japan." Nakano said he expects to see more drawing together of expertise and the making up of weak points "in the near future."

C. Itoh is already an exporter of Japanese robots and NC machines, and has close ties with General Electric, a company expected to be an important force in the forthcoming era of factory automation.

As a token demonstration of the new relationship, NEC and Dainichi-kiko jointly displayed

an unmanned laser-welding system for electronic switches in a Tokyo mechatronics exhibition on February 22.

The system featured two of Dainichi-kiko's broad range of handling robots working in conjunction with small-size NEC laser-welding robots, a sensor-based terminal and a host computer.

Although other robot producers, notably Fanuc and Hitachi, already have broad access to both mechanical and electronics skills, this is the first occasion on which separate large enterprises have joined forces in such a fashion.

Sumitomo is, therefore, planning to invest primarily on the sales side, though it will provide development funds for NEC/Dainichi-kiko joint projects.

still in an evolving stage in the use of robots, and are now looking for the capacity in their suppliers to be able to handle the development of future total systems.

Tanaka suggested that the "evaluation of applications is a very necessary part of robotics and 'factory automation,'" and claimed that the daily contact with customers in a wide variety of industries, which is a feature of the work of large trading companies, such as Sumitomo, well qualifies them to act as middle men.

Sumitomo is, therefore, planning to invest primarily on the sales side, though it will provide development funds for NEC/Dainichi-kiko joint projects.

## BANKING PACKAGES SURVEY

## Choosing the right one out of 22

"If I was a banker," a senior executive for a major banking software house muttered recently, "I would not know which package to choose either."

Which should emphasise the value of a new survey of international banking packages published by Distributed Systems of South London.

According to the survey there are now 22 banking systems being offered by a total of 19 equipment manufacturers, software houses and bureaux, and marketed chiefly to international banks operating in the world currency markets.

These are not the huge banking systems run by the headquarters of the world's major banks: they are smaller systems

costing perhaps less than \$100,000 and running on mini-computers like the IBM System/38 or the DEC PDP/11.

The Distributed Systems survey makes no attempt to compare and contrast the systems offered but it does list exhaustively the main features and capabilities of each package, the languages applications, prices and geographic coverage.

## SEMICONDUCTOR CHIPS

## Heat resistant breed from NASA

A NEW breed of heat resistant semiconductor chips may become possible following success at NASA in devising a practical method for the manufacture of silicon carbide.

Most integrated circuits are made of silicon (in fact, a highly pure form of sand) but they can be destroyed at temperatures above 315 deg. C. By making them instead from silicon carbide, operating temperatures up to 875 deg. C will be feasible. By comparison, the melting point of lead is 327 deg. C.

The process is largely a matter of laying down acceptable crystalline forms of the material on a pure silicon substrate. A silicon wafer is heated in a radio frequency

oven and appropriate gases are injected to form a necessary buffer layer of silicon carbide crystal. Other gases deposited subsequently form a strong uniform layer.

High temperature electronics could turn out to be extremely useful. For example, it would be possible to put electronic packages in the hot areas of all kinds of internal combustion engines. Better instrumentation for nuclear generators might be designed according to the NASA scientists at the Lewis Research Centre in Cleveland, Ohio, if material might also be the key to communications at extremely high frequencies.

GEORGE HARLISH

## Detecting laminate faults

## Thermography technique sponsored for two years

A TECHNIQUE called pulse video thermography developed at Harwell has been sponsored by a UK consortium of composite material users and suppliers in a two year assessment programme.

The technique is particularly suitable for detecting faults in laminates and composite materials and involves exposing the materials to bursts of heat from an intense source.

If there are any defects present they will affect diffusion of heat away from the surface and give rise to areas with higher or lower temperatures than the sur-

rounding defect-free regions. The thermal gradients are monitored (from either side of the material) using an infra-red camera coupled to a TV display and video tape recorder. The tapes provide a permanent record for detailed analysis using image processing and enhancement.

The method is quick (as low as one second in some cases) and has the advantage of requiring no contact with the test surface.

More from Dr Peter Williams, Harwell, on 0235 24131.

OVERSEAS MOVING BY MICHAEL GERSON 01-4461300



## Analysis

## Milestone package

CRITICAL PATH analysis, an important tool in the planning and tracking of projects, can be carried out on a micro using a package called Milestone offered by Vector Graphic of Windsor (Windsor 69375).

The company says that until now a mainframe or minicomputer has been needed to run such programs, making them difficult and expensive to use.

The package is interactive and creates a series of activities, each with a name, duration, capital cost, mix of manpower and prerequisite list. The list of activities provides a thread that links all the jobs together into an overall project schedule.

Up to 200 activities can be planned and tracked on a 64 kilobyte micro.

## Displays

## Hamlin fluid

A LIQUID crystal display fluid from Hamlin Electronics, the type 62, is intended for operation over a very wide temperature range. The normal operating temperature range is -20 deg. C although operation is possible down to -40 deg. C with a slower response time. More information on 0279 4411.

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## FINANCIAL TIMES SURVEY

Wednesday March 2, 1983

## Transatlantic Air Links

Transatlantic air routes have been suffering severely from the recession. Traffic has been static, or in some cases has declined. With too many seats being offered in a fiercely competitive market, many airlines have been making heavy losses. They are hopeful, however, of long term growth

THE TRANSATLANTIC air routes, between the eastern and western hemispheres are traditionally among the busiest in the world air transport industry. They are also among the most competitive and incur the heaviest cash losses.

Linking some of the world's biggest markets—Western Europe and North and South America—and tied by strong ethnic associations, it is not surprising that the transatlantic routes beckon the flag carriers of many countries, and many other independent operators, like a beacon. This is despite the fact that over nearly 40 years of development since the Second World War those routes have been the graveyard of many airlines' hopes and fortunes.

The routes are also the most arduous in the world, testing the operational stamina of the airlines, and they are the yardstick used by the manufacturers for the development of new long-range types of airliner.

Nonetheless they are among the safest of routes. Although there have been accidents on take-off and landing at either end, it is now many years since any airliner was lost in mid-flight on the transatlantic operation.

By "transatlantic," most people mean the North Atlantic, linking the eastern hemisphere (principally Western Europe, the Middle East and Africa) with the U.S. and Canada. This is undoubtedly the busiest of all the transatlantic air links, with 47 scheduled and charter airlines involved, some of them emanating from areas of the world far removed from the route—such as the Indian sub-continent, the Far East and Australasia.

This part of the transatlantic also includes those routes over the North Polar regions, linking, for example, Western Europe with Anchorage, in Alaska, on route to, and from, Tokyo.

The Mid-Atlantic route, currently served by 14 major airlines on a regularly scheduled basis, comprises those routes linking the eastern hemisphere with the Caribbean, Central America, Northern South America, and some other

BY MICHAEL DONNE  
Aerospace correspondent

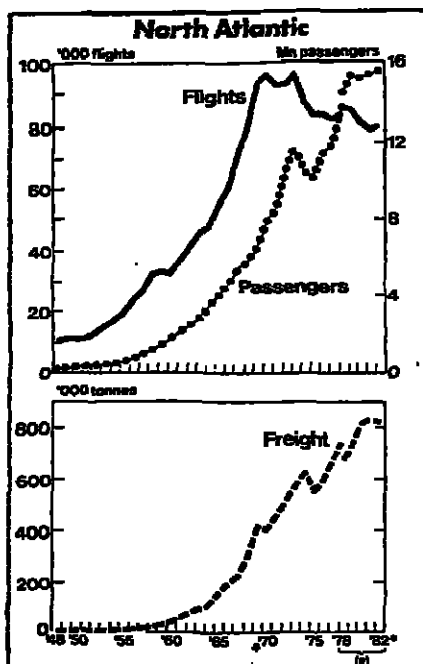
South American countries such as Colombia and Ecuador.

The South Atlantic, the least busy route, links the eastern hemisphere with the remaining principal countries of South America—Brazil, Argentina, Chile and Uruguay, with 15 airlines currently offering scheduled services.

Estimates prepared by the International Air Transport Association, many of whose 123 members fly one or another (or in some cases, all) of the three major sectors, North, Mid and South Atlantic, suggest that in 1982, a total of about 21m scheduled and charter passengers (both IATA and non-IATA) were carried between the eastern and western Hemispheres, slightly down on the 21.5m of 1981.

Of these, the vast majority, about 18.6m, were carried on the North Atlantic, against about 18m in the previous year, and of those in turn, about 15.4m alone were carried by the IATA member airlines. About 1.47m flew the Mid-Atlantic (against 1.35m), and 926,000 flew the South Atlantic (1.13m in 1981), virtually all of those passengers being carried by IATA members.

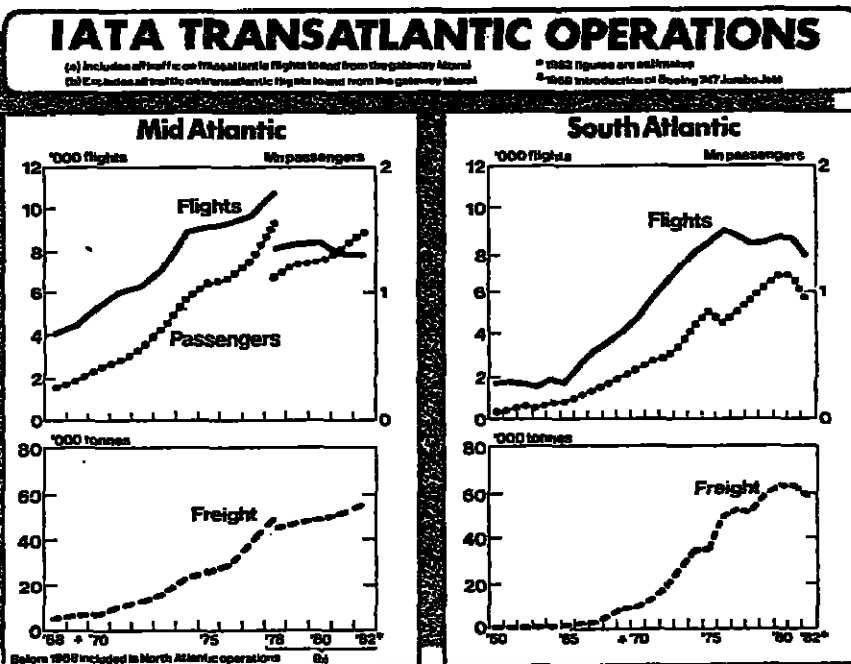
The figure for the North Atlantic mask a shift in travel



THE GRAPHS show the growth in transatlantic air traffic over the three sections, North, Mid and South, over recent years, as carried by the member airlines of the International Air Transport Association, who account for the greatest part of all transatlantic operations. The so-called independent (non-IATA) airlines nevertheless still repre-

sented a significant competitive force on the routes, accounting for about 3m passengers, out of the overall total of about 21m last year.

The outlook for the current year is still uncertain. During the winter so far, traffic has remained slack, hit by the continued recession, and forward bookings for the coming summer are as yet



sent a significant competitive force on the routes, accounting for about 3m passengers, out of the overall total of about 21m last year.

Other factors affecting the development of the transatlantic routes last year were the sharp fluctuations in currencies at each end, especially between the dollar and sterling, with the result that in the closing months of 1982 there was a marked falling off in traffic, especially Westbound to North America. So far into 1983, there have been no signs of any improvement, and virtually all the carriers on the route expect their overall 1982-83 winter results to be poor.

Although some airlines on the transatlantic say they make profits—British Airways and Trans World Airlines are examples—overall, the transatlantic routes are loss-makers.

The IATA estimates that during 1982, the collective losses on the North Atlantic route alone are likely to amount to more than \$600m, and that unless there is some improvement in economic conditions at both ends of the route this year, the collective losses for 1983 could be as great, if not even

greater (some unofficial forecasts have put the likely losses for 1983 as high as \$800m).

The precise extent of the airlines' difficulties on the transatlantic air routes can be gauged from the fact that total overall world air transport industry losses in 1982 are estimated at around \$2bn. The North Atlantic alone, therefore, accounted for close to one-third of total airline industry losses, and if losses on the Mid and South Atlantic are included, the proportion is much greater.

Sharp cuts in promotional and other fares at the cheaper end of the scale are being introduced from April 1 in bids to stimulate traffic, but increases in first class and business class rates may serve to thwart any traffic growth in these sectors, even though the rises are being planned in a bid to offset rising costs.

Over the years since the Second World War, the evolution of the transatlantic air routes has been marked by a series of significant and far-reaching developments. This has been most marked in the introduction of new types of long-range aircraft, developed expressly with the transatlantic in mind, with steadily improving standards of passenger comfort and reductions in journey times.

The early piston-engined types (Constellations, DC-4s, DC-6Bs and Stratocruisers) took anything between 16 and 20 hours to make the London-New York journey, depending on weather and the number of stops.

Later, piston Douglas DC-7Cs and turbo-prop Britannias began to make non-stop crossings, but the introduction of the jets, in the shapes of the Comet IVs, Boeing 707s and Douglas DC-8s, effectively halved journey times to around eight to nine hours Westbound, and even less Eastbound.

The advent of the even faster Boeing 747 Jumbo in 1969 improved journey times and comfort even more, while the

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Editorial production for this survey by Mike Smith

In view of all this, why does the transatlantic operation have such a fascination for the airlines?

The answer is that the route is effectively a triumph of hope over experience. In the past, the transatlantic was undoubtedly a money-spinner for many operators. Today, many seek to retain their positions on it just in order to be there when the good times return.

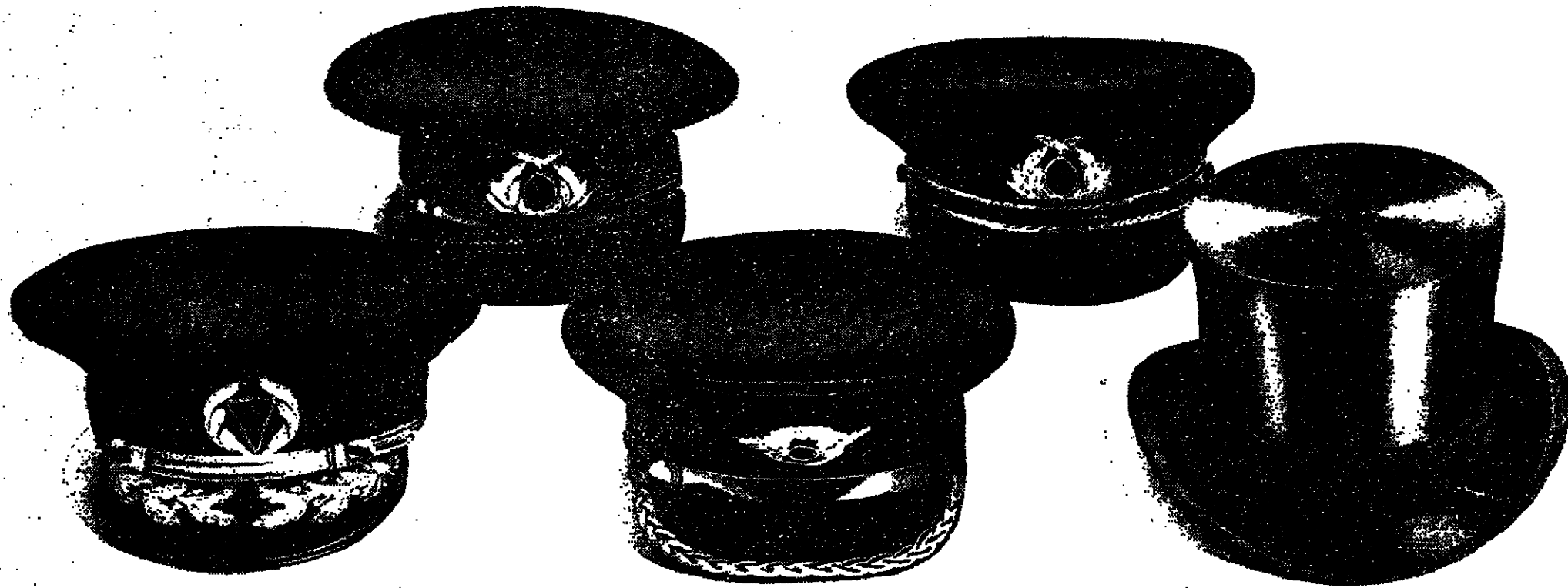
For many countries, the links between the two Hemispheres represent political as well as sociological necessities, and the losses incurred by their flag airlines are often borne by governments. Although the current recession has severely

damped down business opportunities on both sides of the Atlantic, it is clear that in the longer-term future those opportunities will return, if not in abundance, at least to an extent that will justify any country maintaining its flag air links across the North Atlantic, while for the Mid and South Atlantic many of those business and tourist opportunities have not yet even begun to be exploited.

CONTINUED ON PAGE III

# Five airlines fly non-stop to Los Angeles.

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magazine 'Travel Holiday' two years running.

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A fact that many a shrewd businessman has managed to keep under his hat. For quite some time.

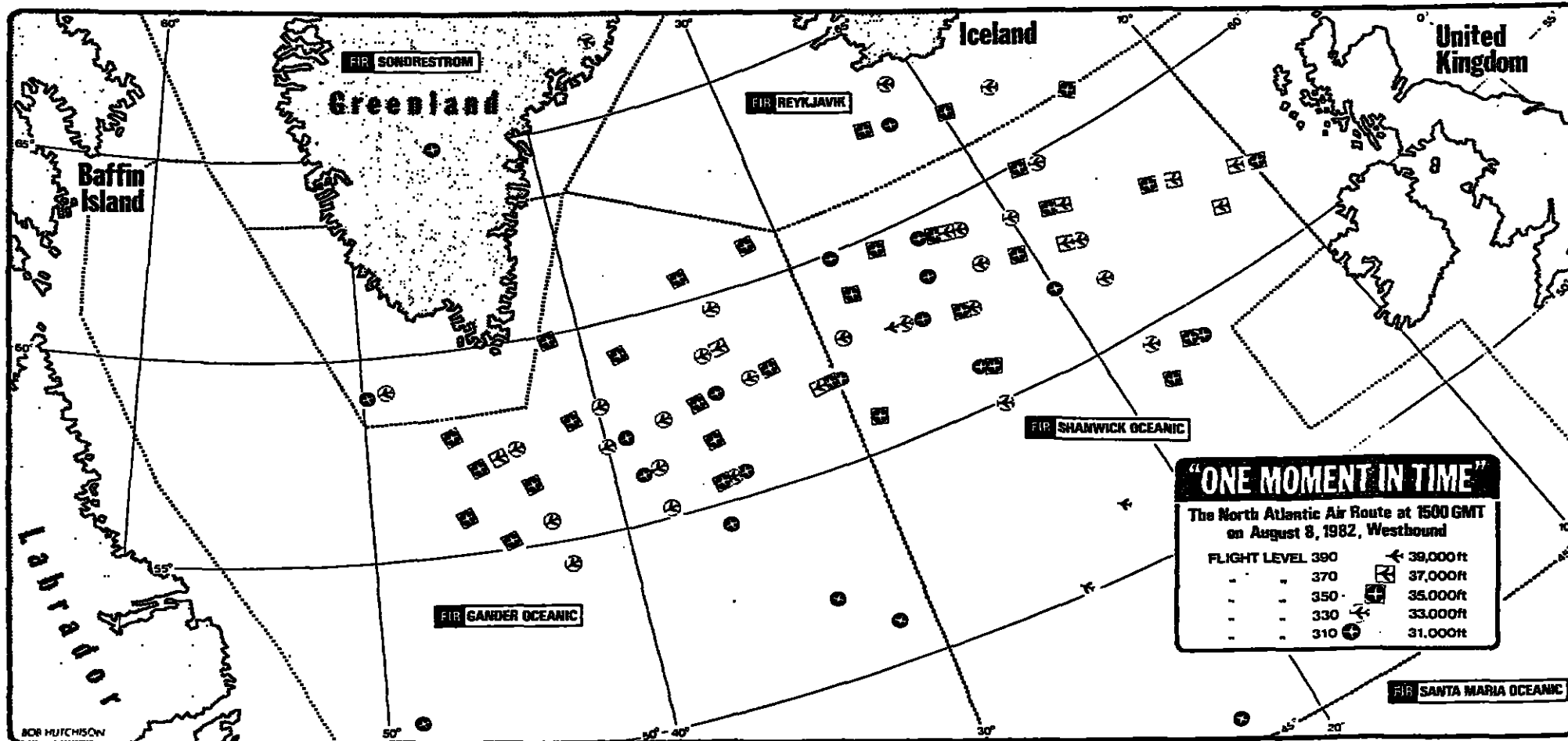
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## TRANSATLANTIC AIR LINKS II



## North Atlantic: the daily westbound flock of airliners

The North Atlantic air route has been described as a massive "conveyor belt" of aircraft and the map above shows why. At any one moment, there is likely to be anything up to about 100 jet airliners en route between Western Europe and North America, apart from military traffic and business and executive aircraft movements. The map (based on information from the Civil Aviation Authority)

freezes the North Atlantic air traffic scene at 1500 hours GMT last August 8, when there were 89 jets westbound from Europe to North America, flying between the heights of 31,000 and 39,000 feet. During daylight hours, the predominant activity on the North Atlantic is westbound, with airliners flying from many West European cities to a wide spread of destinations in North America, with some

enroute to Anchorage, Alaska, for the onward flight to Tokyo and other Far Eastern points. Most of the daylight flights leave Western Europe in the mornings, which is why by 1500 hours GMT they are already well out over the North Atlantic. Even before the leaders have reached their destinations in North America, even more jets are making late departures from Western Europe, so that on

any one day, well over 100 different jets may make the Westbound North Atlantic crossing. After a period on the ground for cleaning, refuelling and revictualing they will depart for Western Europe on the eastbound crossing from about 1900 hours onwards, landing at their destinations during the following morning (European time)—whereupon they will again be refuelled and

revictualled in readiness for the next flight westbound. The great "conveyor belt" continues relentlessly, day in and day out, throughout the year, with only fog or occasional hazy days at each end of the route likely to disrupt the schedule to any significant degree. Last year, there were no less than 80,000 separate flights across the North Atlantic by member airlines of the International Air

Transport Association. If Mid-Atlantic and South Atlantic operations are included, together with all those by non-IATA airlines, and by military and business aircraft, total transatlantic flights in both directions amounted to well over 100,000 last year, close to 300 daily. The aircraft follow prescribed tracks, laid down by Air Traffic Control Centres on the edges of the Ocean, and they fly at specific operational heights and lateral separation distances (generally 60 to 120 miles, according to height), so as to avoid any risk of collision. The aircraft also fly very high, up to about 40,000 ft for subsonic jets, so as to avoid the worst of the North Atlantic weather, which even in the summer can be some of the worst in the world at the lower altitudes. The 89 aircraft in the map belong to over 30 airlines, including British Airways, British Caledonian, Trans World, Pan American, Air France, Lufthansa, Iberia and KLM. Most are Boeing 747 Jumbos, McDonnell Douglas DC-10s or Lockheed TriStars, but the list includes several 707s and DC-8s and one all-cargo jet. The map does not show Concorde operations. These are in a class by themselves, climbing away quickly, and then cruising at about 60,000 ft, well above everyone else.

Michael Donne reviews operations and prospects on the main routes

## THE SOUTH ATLANTIC ROUTE

## Sorry legacy of the Falklands conflict

BY COMPARISON with both the North and Mid-Atlantic routes, the South Atlantic air route, primarily linking Western Europe with Brazil, Argentina, Uruguay and Chile, is limited in volume, although not in international significance. Statistics from the International Air Transport Association show that the growth in travel on the route over the past 20 years or so has been slow, but steady, from about 70,000 scheduled passengers in 1960 to 1.13m in 1981. During 1982, however, the expansion was peremptorily halted by the Anglo-Argentine conflict over the Falkland Islands, and preliminary estimates show that total 1982 traffic was down to about 926,000. Flights between Argentina and Western Europe by a number of EEC carriers were disrupted, and it is only in recent weeks that some of those airlines have begun to resume operations to Argentina. British Caledonian Airways, however, which estimates that its losses as a result of the disruptions caused by the Falklands conflict amount to about £2m, is still cut off from Buenos Aires (hitherto one of the most lucrative points in its network), as well as from Chile because of the inability to fly across Argentine airspace and the heavy additional costs of re-routing via the North and West of the South American continent. Sir Adam Thomson, chairman of British Caledonian, has declared that had the Falklands conflict not occurred, his airline would have earned profits for the 1981-82 financial year. Quite apart from the direct effects on some Western European airlines of the suspension of Argentinian flights, there was also an effect on traffic stemming from objections by some other South American citizens to the UK action in the Falklands. Just how much traffic was lost as a result of this is not clear. The airlines are now undertaking vigorous marketing efforts to restore the situation, but it could be some time before the damage has been repaired, and there is no sign yet of any imminent resumption of British Caledonian flights to Buenos Aires. But the Falkland Islands con-

## Sleeping giant

Nevertheless, through the 1980s it seems likely that tourism as well as business will grow, and a 2m air passengers a year figure may well be reached before the end of the decade. Brazil in particular has been described as "a sleeping giant" in terms of tourist potential from Western Europe, while its business potential is even greater. The point that is made most strongly in the airline industry on the future development of the South Atlantic air route is that the distances involved are very long—over 6,200 miles, for example, from Madrid to Buenos Aires—with the inevitable result that fares remain high. The likelihood of substantial reductions in the near future appears remote, but if a wide range of promotional rates similar to those available on the North Atlantic could eventually be made available, it would do much to stimulate traffic on the route. At present, much of the tourist traffic is generated by the strong ethnic links with some Western European countries (such as Spain and Portugal), but to achieve a wider breakthrough into the tourist market will require considerable efforts and investment by governments as well as by airlines.

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Thomas G. Plaskett  
Senior Vice President, Marketing,  
American Airlines



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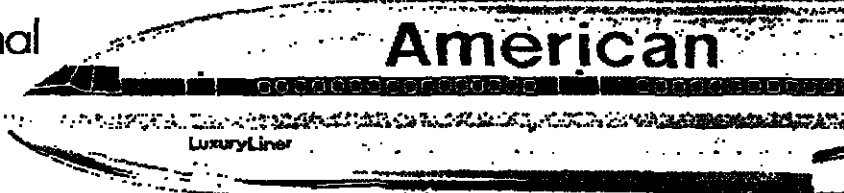
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Air Florida flies regularly between London (Gatwick) and Miami (Florida). The airline uses a fleet of McDonnell Douglas DC-10-30 long-range jets for its transatlantic operations

## THE MID-ATLANTIC ROUTE

## Caribbean tourists the core of traffic

THE MID-ATLANTIC air route, which broadly covers the links between Western Europe and Central America and the Caribbean, and the Northern countries of the South American continent, has been slower to develop than many other major world air routes. This has been largely because of the slower rate of economic development of the area, but this situation is now changing, especially as a result of the growth of tourism between Western Europe, and particularly the UK, with individual destinations in the Caribbean. The Caribbean has for many years been well known to U.S. holidaymakers, but it is only in comparatively recent years that it has begun to be exploited by Western European holidaymakers.

For the rest of the Mid-Atlantic area, tourism is much less developed, and as a result the links with Central and Northern South America remain primarily business oriented. As with the South Atlantic route, the Mid-Atlantic has shown a slow, but steady expansion, over recent years. The IATA figures show a rise from 271,000 passengers in 1968 to just under 1.5m in 1982, and the IATA believes that a growth of about 7 per cent a year can be expected in the immediate future, largely stimulated by the expansion of tourism.

## Opportunities

This in turn has been made possible by a combination of factors. One is a growing awareness that in the absence of significant industrial development potential, tourism offers opportunities to earn substantial incomes, and that although the recession may have dampened down growth for the present, the longer-term prospects are good. The growing use of large-capacity, wide-bodied long-range jets such as Boeing 747s, TriStars and DC-10s have made non-stop flights at comparatively low fares much more widely available to West European

holidaymakers, and increasingly tour organisers and airlines are taking advantage of this.

Many UK holidaymakers, for example, have discovered that the Caribbean is a pleasant alternative to the Mediterranean, and many who originally transferred their holiday allegiance from the Med to Miami are now moving on again to the Caribbean, while many others are moving there directly.

The travel trade believes, therefore, that throughout the rest of the 1980s the Mid-Atlantic air route could continue to show a steady growth, accelerating once the recession ends and more discretionary income is available for holiday spending. As the tourist infrastructure itself develops (for example, a number of Caribbean islands are now planning their own airports or improvements to existing ones), the development of travel to the area from this side of the Atlantic is likely to be the biggest single factor in the economic development of the region.

الخطوط الجوية الأمريكية



## TRANSATLANTIC AIR LINKS III

Arthur Sandles reports on the growth of the new Gateway cities

## Dots on the map transformed

"LADIES and gentlemen, at this moment in time we are approaching Baltimore international airport. . . . Tampa international. . . . Denver. . . . Atlanta. . . . Only a few years ago to most Europeans these large U.S. cities were simply dots on a map, dots unlikely ever to be translated into reality. Today the growth of services and the increasing sophistication of travellers has produced a situation in which it is realised there are more ways of entering North America than simply via New York, Toronto, Los Angeles and Vancouver, just as the North American now knows there are more airports in Europe than those of London and Paris.

There is little doubt that the considerable expansion in the number of destination cities in North America was due partly to the move towards liberalisation of air policies in the U.S. and the UK, and also to a happy misjudgment about the growth of trans-Atlantic traffic. But the consumer need care little about this. The fact remains that far more cities are now available without a change of aircraft or, even worse, airline.

As far as users of the new services are concerned there are several attractions. In some

cases, for example, Houston, it is a matter of immediate access to a rapidly growing, vasty important, business area. For others, notably Atlanta, it is a question of reaching a centre with remarkable onward connections. One might add, to the distress of the airlines concerned, that another attraction is that on some of the routes of lesser popularity the resultant service and space for stretching out is magnificent.

## Expansion

The key areas of expansion of services have been on the eastern seaboard, Florida, and a central slice of the nation with four corners roughly on Minneapolis, Chicago, Houston and New Orleans. To some extent the diversion of traffic in these regions was due not only to the pressures mentioned earlier but also to the fact that some of the more traditional gateways were being overwhelmed by the growth of international traffic.

Miami airport, for example, became a watchword as an entry point to avoid. It saw its overseas passengers, where able, eager to seek an alternative gateway. Now that Miami has an "enviously comfortable international terminal, and boasts

customs and immigration staff of an amiable disposition. The facts may have changed but the image will take a long time to disappear.

Kennedy and Los Angeles have both suffered from travellers' tales of woe, thereby aiding the newer gateway cities in their campaigns to win traffic. Cities like Tampa, Orlando, Baltimore and Minneapolis are eager to capitalise on the idea that small is beautiful.

The opening of a new service, or range of services, to an area requires considerable cooperation between the airlines involved and the local community. Once an airline has an international route, like World to Baltimore or Arrow to Tampa, it is in the interests of the destination city to make sure there is enough business to justify it. Clearly once a city can boast a trans-Atlantic connection it is in a much better position to attract both business interest and investment, and holiday traffic to bolster the local economy.

Cities like Baltimore and regions like the Pinellas Suncoast around Tampa have demonstrated the efforts which local business and administration are prepared to go to back new airline ventures with marketing support. Baltimore, with its remarkable inner-city

rejuvenation record and impressive inner harbour area, has been eager to tempt visitors away from Washington and New York as jumping off points for U.S. visits. Pinellas has been working hard to show that the west coast of Florida is "wonderful and welcoming" whatever might be happening in the south east.

In both cases there was a perceived need for traffic ex-U.S. into Europe, but that takes on a greater significance when one looks at other new gateway areas like Houston, Atlanta and, to a lesser extent, Denver.

## Explosive

In all these cases the cities involved have shown explosive growth in recent years. The local populations tend to be younger, more affluent, and more willing to travel abroad than those in many of the older American cities. Traffic from Europe has tended to be more heavily oriented towards the business market, particularly to the oil lands of Houston, although the states around Atlanta, notably Tennessee to the north, have been keen to capitalise on what they see as a substantial new market.

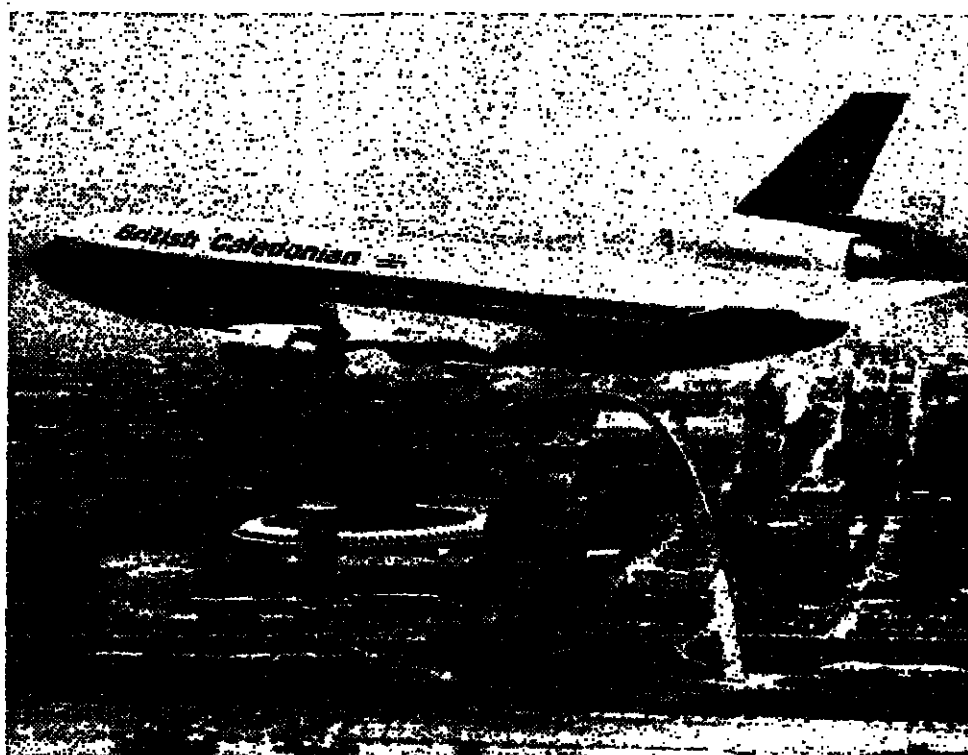
All this competition has made the older gateways fight back. New York has brushed itself

down, considerably improved connections between Kennedy and Manhattan, and generally shaken off the old feeling of "consider yourself lucky to be here" impression that visitors were given. Miami—a personal view—is these days almost a pleasant airport to be stuck in, which is something you can say about very few airports.

However, I suspect that most travel decisions these days, be they over which airline, which car rental company, or which gateway city, are made for negative reasons. In other words customers offered a selection first eliminate the routes they will not fly (I'll never go with Flapair to Blogsville) and then choose for convenience rather than anything else.

The proliferation of gateways has considerably eased this problem for the traveller who can even have a restful overnight stop before travelling on. In this case the proximity of the airport to a reasonable hotel or down town area becomes a priority.

The growth of the gateways has had an interesting side effect in that both European and U.S. travellers are now much more aware of the presence of local feeder airlines than once they might have been. Americans are now discovering the delights of Air UK and



British Caledonian is the UK's major independent long-distance international airline, with a big route network to the U.S., the Caribbean, South America, Africa, and Hong Kong, in addition to its short-haul European scheduled service network and its inclusive tour holiday flying activities. Shown here is one of the airline's fleet of DC-10-30 jets over the massive Gateway Arch in St. Louis, Missouri. Other U.S. points served by the airline are Los Angeles, Houston, Dallas, Fort Worth and Atlanta.

Brynmor just as Europeans are finding out about Frontier and New England Air. It also means that resorts and attractions, such as theme parks, dude ranches and golf complexes, have been able to turn their attentions to a

foreign market which might otherwise have seemed hopeless. The growth in the number of gateway cities has slowed for the moment. Even in the case of Denver there have been problems and British

Caledonian has yet to take up its route rights. But the choice today is large, and if the pundits are right about economic recovery being just around the corner, the number will rise again towards the end of the decade.

## The innovative work continues

CONTINUED FROM PAGE ONE

most recent innovation has been the Concorde supersonic service, with a London-New York time of around 3½ hours.

Throughout the post-war period, the transatlantic has been a forcing house for the development of new aircraft which have eventually also found their way onto other long-range air routes.

This innovative situation continues. One of the most significant developments of recent years has been the opening of new "gateway" cities at each end of the route, made possible by the steadily extending range and payload capabilities of the modern airliners that can make ever-longer journeys, non-stop.

In North America, these new "gateways" have included Atlanta (Georgia), Houston and Dallas-Fort Worth (Texas), Denver (Colorado), New Orleans (Louisiana) and Tampa (Florida), all of which are now served non-stop from Western Europe.

Non-stop flights to the U.S. West Coast from many European cities (some 5,400 miles) have also become possible, while one of the longest Atlantic non-stop routes of all, between Tel Aviv and New York (5,872 miles) is served by El Al of Israel.

But the main fascination of the route for the airlines will always be economic. The long-term prospects of profits will continue to beckon, despite the severity of the competition and the magnitude of current losses. There is little doubt as to the overcrowding on the route.

With some 47 airlines directly involved on a regular scheduled and charter basis, apart from ad hoc charter operations, it is estimated that on average there are never less than 100 airliners en route daily between the two Hemispheres, with perhaps as many as 150 a day in peak summer periods. The fact that all of that traffic is carried in safety says much for the sophistication of the international air traffic control and monitoring techniques that govern every airline's passage across those oceans.

The collapse of Laker and the demise of Braniff International last year caused little long-term disturbance to the traffic situation. The remaining operators picked up the pieces and moved on, while others moved in to fill the gaps. The transatlantic routes today are more crowded than ever before.

## Overcrowding

It is this overcrowding, and the intense competition it is generating, that is one of the main causes of the airlines' losses. The over-capacity on the route is a serious problem. Precise figures for 1982 are not yet available, but it is estimated that although the airlines carried 18.6m passengers across the North Atlantic, they collectively offered at least 26m seats, with an average load factor on scheduled flights of around 70 per cent.

The 7.4m empty seats represent the equivalent of some 15,500 extra jumbo jets flying empty throughout the year, or about 50 a day.

Correcting this over-capacity situation is one of the most difficult challenges the airlines face, for a variety of reasons. One is that individual flag airlines are reluctant to cut capacity, for fear of losing market shares in an intensely competitive situation. Another is that the U.S. anti-trust laws preclude U.S. airlines from discussing capacity cuts.

It is only recently that the earlier rigid U.S. stand against multi-national fares discussions has enabled the IATA and non-IATA airlines, U.S. and non-U.S., to get together to work out a new pattern of fares on the route, with cuts in some of the cheapest rates from April 1 in a bid to stimulate traffic.

This follows a major breakthrough last year when the countries in the European Civil Aviation Conference (ECAC) signed a Memorandum of Understanding with the U.S. allowing multi-national fares agreements once more to take the place of bilateral inter-governmental fares discussions, although for some countries in Western Europe the latter still prevail.

The pattern of traffic on the route has also changed dramatically in recent times, with a marked swing back to charter traffic, generated by consumers' desires for cheaper fares.

## Cheap fares

It is partly in an attempt to divert some of this cheap-fare traffic back to scheduled services that the scheduled airlines are introducing cheaper Advanced Purchase Excursion rates of their own this summer.

The extent to which cheap fares have come to dominate the North Atlantic air route is shown by the IATA's statistics. In 1972, the proportion of all North Atlantic traffic accounted for by the broad range of "very cheap" seats—group inclusive tours, Budget, Stand-by, Affinity, Youth and other types of fare—was 40.3 per cent. By 1981, with the introduction in the interim of the Advanced Purchase Excursion type of fare, the proportion of cheap seats sold had risen to 60.2 per cent, of which Apex and Super Apex fares collectively accounted for about 45.1 per cent.

Clearly, the era of the very cheap Atlantic seat has come to stay.

A more recent innovation on the route has been the introduction of a new class of fare—the "Business Class," called by various names in different airlines, but in general providing a fare and a standard of service that lies between the expensive first class, and the cheaper economy class and very cheap Apex and other rates.

As the name implies, this new class is designed to encourage business travellers who cannot afford the first class rates, but who still represent a substantial proportion of total travellers, and who might otherwise be forced to use the economy class rates.

Because of its comparatively recent introduction, precise details of the percentage of all North Atlantic travellers in 1982 using this class of service are not yet available for the route as a whole, but some airlines suggest that the users of business class could account for up to 30 per cent of their total traffic over the year.

One feature of the North Atlantic is the way in which first-class traffic remains constant, even with the introduction of Concorde supersonic services in 1978.

In 1972, first-class accounted for 4.8 per cent of all North Atlantic traffic. By 1981, it stood at 4.9 per cent, with another 1.3 per cent using Concorde. This indicates that there is a steady clientele for the luxury end of the transatlantic travel market, despite the very substantially higher rates charged for those services.

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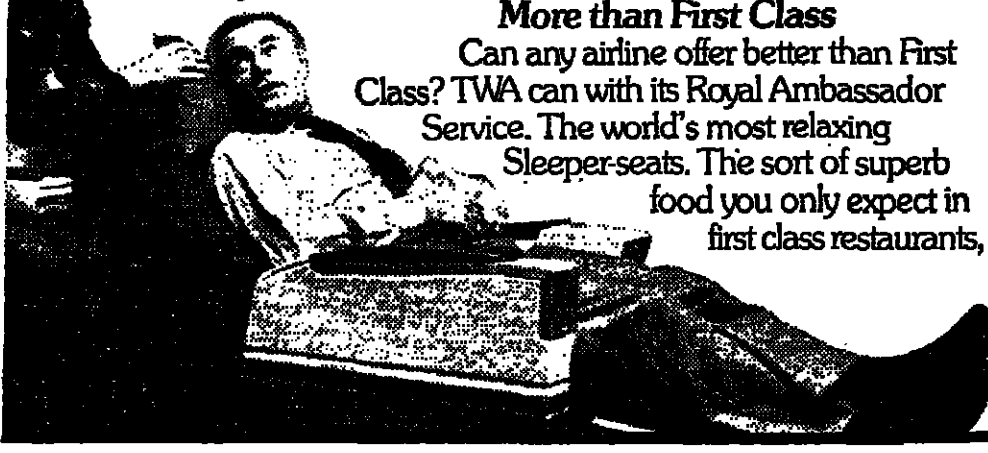


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## TRANSATLANTIC AIR LINKS IV

Lynton McLain reports on the emergence of a third compartment for passengers

## Business moves into a class of its own

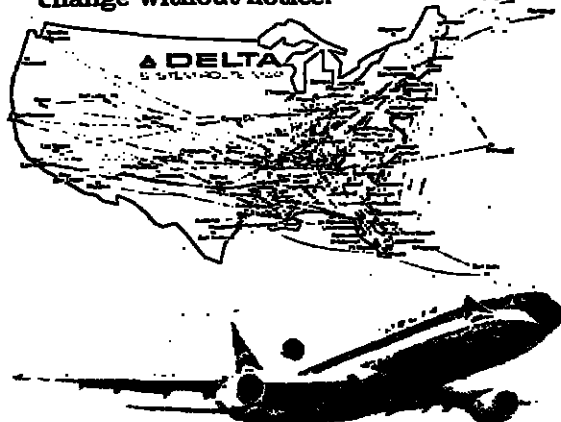
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**DELTA. THE AIRLINE RUN BY PROFESSIONALS.**

THE IN-FLIGHT class structure of airline operations on the busy transatlantic routes is set to evolve ever more rapidly this summer towards almost universal three-tier services for passengers.

The greatest emphasis is certain to be on the competition to win passengers for the emerging third category of Super Club, Business Executive or Ambassador travel as the new class is variously called by the competing airlines.

This emerging class is sited in the aircraft cabin and in price and service terms midway between the established high quality first class service still offered by most airlines and the tourist or economy class with its minimal level of service and low price tickets.

With policy on air fares and service frequencies between the U.S. and Europe largely determined through international agreements, and types of aircraft used being frequently the same, the major airlines on the transatlantic routes have comparatively limited areas in which to compete — such as standards of service.

This has precipitated the current intense and extremely bitter battle between airlines on the routes, where the fight for business is based on the quality of service they can offer. This is not by coincidence that government agreement and the airlines are making vigorous efforts to beat the competition with ever-more attractive offers.

## High yield

The most bitter battle of all is for the emerging "business" class, the high-yield service increasingly offered by airlines as they fight for survival on the North Atlantic.

The "extras" offered by competing airlines range from giving passengers more space — as in the six-abreast sleeper seats offered by TWA in its "Ambassador" class for business travellers — to improved food and wines, and a higher level of personal attention by cabin staff, with often also improved check-in and other facilities on the ground.

In the face of the decline in passenger traffic on most Atlantic routes last year, down 500,000 to 21m passengers in total (charter, scheduled, IATA and non-IATA carriers), the airlines are fighting vigorously for passengers in each of the three categories. Business class is, however, the sector most airlines are anxious to succeed in, judging from the increase in advertising and promotion for it and the steady stream of improvements in the quality of the service offered by airlines. Behind this, this noticeable emphasis is a recognition by the airlines on the transatlantic routes, and other highly competitive routes too, that the days of the traditional two-class structure, first and economy only, may well be numbered.

The continued recession in international trade and the accompanying tightening of budgets, including travel budgets, are taking their toll on the volume of passengers prepared to or permitted to travel first class.

This was evident throughout much of last year. Some airline sources put the decline in the volume of passengers in first class cabins last year as high

as 25 per cent. Others suggest that the decline was marked only in the last two months of the year.

What is not in doubt is that business travel as a whole on the transatlantic routes declined by about 15 per cent over the year as a whole, with first class "taking a hammering" according to a senior general manager in British Airways with a particular interest in monitoring the move away from first class.

The decline in total passenger traffic on the transatlantic routes has masked some fundamental changes in the make-up of services. These changes are marked by the resurgence of charter and the generally cheaper services they provide and the decline in the volume of passengers carried by conventional scheduled airlines.

It is generally thought that business class, as distinct from the business sector in general, was far more resilient than first class on the busy transatlantic routes.

One airline convinced this is the case is British Caledonian Airways which gets a quarter of its £350m revenue from North Atlantic services.

The independent airline has offered the new business class since 1978. It claims to have been the market innovator in setting out to provide a discrete service for the transatlantic business traveller who did not want or was not permitted to pay the first full class fare but who wanted and expected a high quality of service.

Especially important was the desire to be segregated from the rising tide of low-fare paying tourist passengers towards the back of the aircraft.

The argument was that just because a business traveller was paying the first class fare, he or she did not expect to suffer complete loss of status by being treated by an airline just like a low-fare paying tourist passenger.

Business class had to offer a level of service and space that the traveller would perceive was only marginally below first class, but which was distinctly up-market from tourist class.

Last year there was a "greater interest than there has ever been in business class," Mr Alastair Pugh, the managing director of British Caledonian Airways said recently. "There has been some trading up and a good deal of trading down, with first class becoming relatively less popular."

Figures from BCal for the third quarter of last year illustrate the market changes. Between Britain and the U.S., the number of scheduled passengers fell by 19 per cent over the period; first class passenger volume fell by 11 per cent, but the volume of passengers travelling business class rose 8 per cent.

Mr Peter Steel, the head of planning at BCal thinks first class travel could end if this pattern continues. "This is not BCal's intention. Nevertheless, it is conceivable that such a change could be made by other airlines."

This could be a way of increasing the proportion of the profitable "high yield" seats on an aircraft, initially at the expense of first class. Later, when the business class was firmly established, the airline would be in a strong



Passengers get what they pay for! Some idea of the luxury that awaits the first-class traveller is shown in this picture of in-flight cabin service aboard a British Caledonian DC-10-30 en route to the U.S.

position to upgrade business class and hence justify an increase in ticket prices, perhaps back to the level of the old first class.

BCal still has faith in the three-class system. Nevertheless, a thorough analysis going back several months has been carried out by the airline into "quite fundamental questions" including the future of its three-class system and the possibility of upgrading and downgrading classes.

The executive class has been re-examined and changes with a "wholesale product re-launch" are imminent in response to the growing competition for business-class traffic on the Atlantic routes, Mr Pugh says. BCal will apply the changes also to its South America, Mid-East and Far East routes.

The airline will not give details of the changes in advance, but it will be "innovative," says Mr Pugh. The changes are known to involve a substantial investment and may involve an upgrading of executive class to almost the standard of first class and the existing first class.

So far as British Airways is concerned, its strategy for fighting the competition on transatlantic routes is to balance the high volume, low fare tourist passengers with more high yield, high-fare-paying passengers.

The mid-Atlantic gateways as a whole provide some of the most lucrative routes and services for BA. The airline is reluctant to discuss its share of the market, but it has an impressive list of destinations and departure points in the region. The competition is from BWIA

but BA carries the lion's share between the UK and the Caribbean, with 300,000 passengers a year on all its routes.

These include Antigua, St Lucia, Barbados and Trinidad, Bermuda, the Bahamas, Jamaica at Kingston and from May 1 a return of BA to Montego Bay.

The market between the UK and the Caribbean was up 12 per cent between April and December last year compared with the same period in 1981 and the airline forecasts continued "very good growth on the market." A fifth of BA's traffic on the routes is business, with the bulk, 55 per cent holiday traffic, carried in an operating profit, but no figures have been published.

Trans World Airlines also claims to have improved its performance last year, with more passengers carried between London and New York in 1982 despite a reduction overall of some 30 per cent in British travellers to the U.S. On all its transatlantic routes, TWA also claimed to have made a "substantial profit," especially on those routes linking Britain with the U.S. The profit was "many millions of dollars."

Among other airlines, Air Canada launched its new "Intercontinental" service on February 1 after a Canadian \$2m refurbishment programme on its long-range fleet of TriStar 1011-500 aircraft and its Boeing 747 Jumbo jets.

The airline changed the name of its business class to "Executive" class after installing first class seats. The tourist class "economy" became "hospitality" with free drinks and headsets for even the lowest fare-paying passengers.

Air Canada said the changes were a "redistribution of our efforts, with a great deal more money and effort put into areas where the customer comes into contact with us." This reflected the "rethinking" that was going on in the industry, Mr Pierre Jeannot, the executive vice-president and chief of airline operations said.

Delta Airlines is also to upgrade its first class and business class seats. The North Atlantic between Gatwick and Atlanta. From March 15, the

North Atlantic routes in both directions, down 15 per cent.

BA forecasts no passenger growth, or only imperceptible growth" for 1983-84, on the £450m it generated in revenue from passengers and freight on the North Atlantic in the current financial year.

BA's Concordie superservice services to New York and Washington continue to attract substantial numbers of business passengers, despite the "hammering" the first class market took on the Atlantic last year. Captain Brian Walpole, the BA general manager for Concordie, says 80,000 passengers were expected to be carried on Concordie in 1982-83.

This is 5 per cent down on the previous year, but BA Concordies are still expected to produce a 57m operating surplus by the end of the financial year on March 31.

Lufthansa, the West German national airline, plans to emphasise the "continuity and quality" of its services on the busy Atlantic routes this year. Herr Herbert Wendlik, the senior vice-president, marketing said recently.

The airline did not plan to "innovate" its products this year and would continue, instead, to promote the image of "an airline you can bank on," Herr Wendlik said.

This strategy has resulted in an increase in Lufthansa's market share of the high yield business passenger. "There was no increase in traffic at all last year but we increased our market share and made a profit," he said.

Pan American World Airways, another of the "big league" carriers on the North Atlantic, with 1,202m passengers last year, 23.92 per cent of the market, also claimed to carry its passengers at an operating profit, but no figures have been published.

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airline is to offer sleeper seats in its first class front cabin. At the same time, all its seats in its "Medallion" business class are to be changed to domestic first class size seats.

"The capacity of the front first class cabin will be reduced from the current 18 standard first class seats to 12 sleeper seats," Mr Hollis Harris, Delta's senior vice-president passenger services said. Seat pitch, the distance between rows, will be increased from 38 ins to 55 ins.

The "Medallion" class will have eight-abreast conventional first class seats. The seat pitch will be 38 ins, only 2 ins less than the present first class service. This business class will also offer glass and china services and a choice of dishes, a service previously restricted to Japan class.

Japan Air Lines is to introduce a new class, known as the "Super Executive J Class," on flights from Japan to London and other European points. At the same time, the airline is to introduce improvements to its "executive class" for full-fare paying passengers.

The new "J" class will have improved seats in eight-abreast accommodation and on the Polar flights to Anchorage a choice of western dishes and between Anchorage and Tokyo, a choice of Japanese or western meals.

## Non-stop

Among the independent airlines, Arrow Air of the U.S. is one of the latest to try and cut traffic on the transatlantic routes. The airline flies a twice-weekly, non-stop service between London, Gatwick and Tampa, Florida, using a DC-8 aircraft in a one-class, 204-seat configuration.

The unknown quantity on the business sector of the North Atlantic routes this summer is likely to be the proposed services of British Atlantic Airways.

This is the private airline being set up by Mr Randolph Field, a U.S. citizen, to fly between London and New York with a one-class "business-class only" service. Mr Robert C. Booth, a former senior vice-president of Air Florida, is executive director and general manager.

British Atlantic Airways has applied to the Civil Aviation Authority to fly its luxury, one-class scheduled service. No date has been fixed for the public hearing and the airline has not submitted its financial information required by the CAA before the authority can fix a date for the hearing.

The aim of the new airline is to offer a new "upper class" service at one-third of the cost of a first class seat, but with luxury service standards. Of the 205 passengers on the proposed DC-10 instead of the usual 360 passengers carried on a mixed configuration airliner.

The airline estimates that its service will have a strip cost of U.S.\$ 999 will add 3 per cent to the capacity on the North Atlantic. British Atlantic Airways says its chosen market is sophisticated, frequent flyer, and its one-class service is tailored around the needs of this market.

Other airlines fighting for the lucrative high yield business traffic on the North Atlantic are already making contingency plans to take the greater part from British Atlantic Airways.

Michael Donne on the impressive record achieved by the industry

## Why routes are among the world's safest

THE transatlantic air routes are not only among the busiest, but also among the safest in the world.

Since the end of the Second World War, when transatlantic flying began to develop rapidly, it is estimated that there have been well over 2m separate long-distance flights across the Atlantic, with at least another 120,000 over the Mid-Atlantic and another 100,000-plus over the South Atlantic, the vast majority conducted in complete safety.

While over the past 33 years there have been some accidents to airlines on take-off or landing at the ends of the transatlantic routes, there have been — then a dozen in-flight disasters involving fatalities, and all those have involved piston-engined aircraft. There have been no mid-flight losses of either turbo-propeller or jet airliners on transatlantic routes in that time, during which it is estimated that well over 250m passengers have been carried on the routes.

This remarkable record has been achieved by a meticulous attention to safety by aircraft designers and manufacturers, airlines, regulatory authorities, governments and international aviation organisations. Although profit is the principal economic objective of the air transport industry, the fundamental principle underlying every aspect of airline operations is to achieve the maximum possible safety.

Accidents do occur, but the fact that world-wide during 1982 some 785m passengers were carried in complete safety on scheduled air services, with an uncounted further number carried on non-scheduled operations, indicates the degree of success with which the air

transport industry achieves in seeking safety.

Functional requirements for the safe operation of airliners flying in international airspace world-wide are governed by "Air Navigation Plans," drawn up by the International Civil Aviation Organisation (ICAO), the aviation technical agency of the UN.

## Meticulous

In consultation with its 140-plus member States world-wide it issues a regularly updated specific Regional Plan for each of nine regions which collectively blanket the world.

The plans set out in meticulous detail the internationally agreed requirements for consistent, regular, safe air navigation through the region concerned, covering such matters as the provision of aerodromes, air traffic control services, the availability of in-flight information services, telecommunications, radio navigation aids, meteorological services, search and rescue facilities, and various other aeronautical services.

Each contracting state of the ICAO is responsible under the ICAO Convention for the provision of the communications facilities and services in its territory, and even beyond its territory where, for example, over-ocean international air navigation is required.

Inevitably, in parts of the world where member States are less well endowed with cash for civil aviation purposes, implementation of the plans is less well advanced than in others. However, for the transatlantic air routes, the plans are among the most complex in the world, and among the most advanced

in their implementation. It is this strict attention to detail that has contributed much to the overall safety of the routes.

The ICAO Air Navigation Plan for the North Atlantic, North American and Pacific Regions, for example, which covers the air routes between Western Europe and North America, is a document nearly one-inch thick.

The existence of such an internationally agreed plan for the North Atlantic is essential, in view of the many countries whose airlines are engaged in transatlantic air transport. The liaison between those countries is generally regarded as being excellent, and the extensive implementation of the North Atlantic Air Navigation Plan is widely regarded as a model to be followed by countries in other regions of the world.

Implementation of the ICAO plan is significantly assisted by the International Air Transport Association (IATA), which represents 123 major airlines world-wide, including the majority of those who fly the transatlantic air routes.

Working closely with the technical aviation authorities of the individual countries of its member-states, the IATA ensures that implementation of the overall plan is as smooth as possible for the airlines. In the UK, for example, the Civil Aviation Authority, which is statutorily responsible for the provision of air traffic control services, works closely with the IATA to produce a "Minimum Navigation Performance Specification" for the guidance of aircrafts flying the North Atlantic. This is periodically revised to take account of

changing technological and other factors.

The MDPS, as it is called, sets out flight planning, ground communications and position reporting procedures and other matters to ensure that as far as possible all aircraft, no matter what their country of origin, have a standard operating technique to follow while flying the route. Without such a methodology, chaos could ensue.

Indeed, it is a little-publicised fact that the work of the IATA goes far beyond its immediately publicly recognisable fare-fixing function. Establishing fares and cargo rates represents only about 20 per cent of the IATA's work.

The other 80 per cent — the hidden face of the IATA — covers the myriad, legal, technical and operational matters, including safety, without which the world air transport network could not function. If the IATA did not exist, governments would have to invent it, and not least because of the major contribution that it makes to the implementation of air safety.

On the transatlantic routes, the monitoring of all aircraft en route is carried out by a series of Oceanic Control Centres, strategically located around the periphery of the ocean, and responsible for vast areas called "Flight Information Regions" or FIRs.

These FIRs are: Shannon Oceanic, covering the Eastern Atlantic; Gander Oceanic, covering the central North Atlantic; Reykjavik in Iceland; Sondrestrom (Greenland) and Anchorage (Alaska) Oceanic, both covering a substantial area of the Arctic (for airlines flying the Polar routes to the U.S.

West Coast or to the Far East); New York Oceanic; Miami Oceanic and Houston Oceanic (for much of the eastern parts of the North Atlantic and the Gulf of Mexico); Santa Maria Oceanic (Azores) covering much of the south-eastern area of the Atlantic; and Bodo Oceanic for Scandinavia. All these work closely with each other, and with local national air traffic centres in the countries bordering the Atlantic so that any aircraft monitored by one or another of the centres, as it makes its passage across the ocean.

## Powerful

At edges of the oceans there are powerful radars that can pick up aircraft and precisely follow their tracks, but because no radar has the range to cover the entire vast area of the Atlantic, much of the monitoring is done by direct radio contacts with the crews in the aircraft.

This system has hitherto worked well, relying as it does on precise navigation and track keeping by the aircraft (faded in recent years by the development of new navigation systems such as Inertial Navigation or INS).

Technological improvements to the system continue. One of the latest to be explored by the ICAO is the possible use of satellites, especially on long over-water flights. The ICAO believes that a satellite data link between aircraft and ground control centres could provide high quality, reliable and virtually instantaneous communications, which would be a substantial improvement over existing radio links.

Whether eventually the air transport community develops

a series geo-stationary satellites of its own, positioned at fixed points over the earth's surface for the purpose of communications satellites, remains to be seen. The cost of such a system would be considerable and, although its technical benefits to air transport are beyond question, the problem of who would pay for the development of the system still has to be settled.

In the interim, the ICAO is recommending experimental use of existing satellites already provided by the International Maritime Satellite Organisation (Inmarsat) or the International Telecommunications Satellite Organisation (Intelsat), both of whom have extensive systems already established for international telecommunications and other purposes. The primary objective of the study would be to determine the benefit of satellites specifically in areas of high traffic concentration over oceans or in other remote regions.

Hitherto, the long-range flights across the Atlantic have been traditionally performed by four-engine aircraft, on the basis that the greater the number of engines, the safer the flight would be.

Now, however, as a result of the continuous technical improvement of both aircraft and engines, the possibility of long-distance over-water flights by twin-engined aircraft is being explored. Already both Boeing 767 and A-300, both twin-engined aircraft, and the likelihood of Atlantic flights before the end of this decade by twin-engined airliners is growing.

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## TRANSATLANTIC AIR LINKS V

Arthur Sandles finds optimism in the travel trade

### Preparing for new growth

AT FIRST glance, and perhaps even at second, holiday traffic from Europe to the U.S. took a considerable knock as the recession bit and the value of the dollar fell. There remains, however, throughout the U.S. tourist industry, a realisation that in the late seventies the overseas markets "discovered" America and that such difficulties as currency fluctuations and foreign exchange are likely to remain a major source of business.

It comes as something of a shock to the chauvinistic European to talk to an American hotelier for the first time and find that in his list of potential markets, countries such as the UK and Germany are listed along with California and New York simply as custom generating areas if, for many, crucial ones. Thus, "our main markets are New York, Washington, the mid-West, Britain, Boston, West Germany..."

#### Reduction

In New York, parts of Florida, and southern California, European traffic is an important factor for the hotel business, and thus currency changes are worrying things.

In theory, of course, the ebbs and flows of traffic as a result of currency fluctuations are little more than an administrative bother to the airlines. Ought not the reduction of the number of Europeans travelling when the dollar is high be balanced by a flood of Americans journeying to Europe?

Not quite. The truth is that while some routes might have predominantly U.S. customers—Houston perhaps—others like Miami rely heavily on European traffic and sudden changes in currency values can produce sharp shocks for the airlines concerned. At the

same time it is an unfortunate fact of marketing life that a sudden drop in the value of a currency might hit the traffic from the country concerned fairly quickly, but the replacement flow in the other direction takes some time to materialise. Even this year, not looked upon by most as likely to be particularly wonderful for the travel industry, more than a million UK residents may go to the U.S. for their holidays. By any standards this still makes the UK a valuable market. It will probably still be more important than West Germany and continue the neck-and-neck battle with the Japanese for the title as the most significant overseas source of business. The definition deliberately excludes Mexico and Canada, although in both cases currency problems have weakened their significance.

The importance of the European market to many U.S. destinations, including Hawaii and Puerto Rico, is doubled by the fact that the travel pattern is rather different from that of the domestic market. Many American urban areas have excellent summer weather and their residents see no reason to leave town. They have golf courses and mountains already in abundance. It is in the winter that America wants to get away.

The British, Germans and Scandinavians, however, like to leave their own shores in July and August even although their own climates at that time are near perfect and the destination resorts are baking.

American airlines and hoteliers are prepared to overlook this apparent madness for its enables use to be made of facilities which might otherwise stand idle. In fact it is a good deal for all concerned. The hotels/airlines/rental companies

get their custom and the holidaymakers get their sun. Florida is the prime beneficiary of the hunt-for-the-summer-sun fetish among Europeans. Although the downturn in package tour traffic to Miami Beach may have been considerable, some of the losses in this area have been made up by attention having switched to the central areas of the state, notably Orlando and Tampa.

The other prime destinations for Europeans remain New York and the West Coast strip.

#### Popular

If there has been one major trend in European tourism to the U.S. over the past couple of years it has been the willingness on the part of customers to abandon the package tour concept on which much of intra-European custom is based, and which was such a major part of the early Florida boom from the UK in particular, and move to the more common U.S. practice of assembling offers from hotels, airlines car rental companies, Greyhound and Amtrak into their own tours.

Car rental, the use of the special internal air fare offers to foreign tourists and camper rentals have been proving particularly popular this year.

What remains to be seen is whether that backbone of early North Atlantic tourist traffic, the charter flight, makes a major return to the scene. There are some charter flights on the Atlantic this summer, Jetset and American Express were among the first to unveil programmes in the wake of the Laker collapse, but the scheduled airlines are determined to stop their spread. It is for this reason, airlines rarely behave kindly out of sheer benevolence—that air

fares across the Atlantic have remained relatively low.

The problem for charter operators is not only the fact that TWA and British Airways will do all they can to scupper charter growth, but also the fact that a charter series is a massively expensive risk. With the effective departure of the 707 a company must move from no charter at all to one using a wide-bodied jet. The prospect of going from scratch to selling 250 seats a week to Orlando is a daunting one—too daunting for most.

The bulk of tour operating from Europe at the moment tends to be on a "helping hand" basis. The tour operator offers a range of flights—usually through his own bulk purchased seats on scheduled flights—a favourable car rental deal and a selection of hotels or self-catering accommodation. This is normal for U.S. residents coming to Europe but for the average European in fact presents a much wider selection of variables to choose from than is the case when buying a domestic European package.

Almost all people involved in the transatlantic holiday business are optimistic about future growth in both directions. There seems a near universal view that the dollar, while remaining healthy will shed what many regard as excessive value; that fuel prices will remain relatively static for the foreseeable future; that the economies of both the U.S. and Europe will show a nudging emergence from their present state; and that the desire for travel will itself grow.

It is on the basis that growth waits round the corner that many companies are persisting in a market from which they might otherwise have withdrawn.

Lynton McLain reports on the performance of cargo operators

### End to rates war improves prospects

OPERATORS in the transatlantic market for air cargo emerged at the end of last year in slightly better shape than many could have expected when they entered 1982. Then rate-cutting for transatlantic air cargo was rife and the depressed volumes of cargo that were carried were taken at a loss to the airline operators.

By and large the airlines have stopped the hopelessly un-economic rates war. They have been able to do so partly because there has been evidence of some genuinely new air cargo traffic. Also crucial to the greater stability of rates and the viability of transatlantic air cargo in a market made up of so many subsidised national flag carriers has been the tacit agreement among operators that the "lunacy" of rate-cuts had to stop.

#### Agreement

This agreement has not been widely publicised outside the air cargo market. It is not a formal arrangement and the airlines involved have considerable flexibility over rates.

The idea is a recognition that perpetual rate-cutting served none of the carriers' interests. They have agreed to try and carry cargo over the North Atlantic at rates of between 80p and 40p a kg. This is substantially above the 21p thought by many transatlantic airlines to be the minimum price necessary to break even.

Early last year, air freight rates over the North Atlantic fell as low as 12p for certain loads.

While the airlines and charter companies, operating the route entered 1983 happier about rates, a new potential threat emerged with an unprecedented ruling from the UK Civil Aviation Authority.

Last month the CAA granted Tradewinds Airways—the British independent cargo carrier owned by Lombard, the trading conglomerate—the first-ever scheduled service licence to a British all-cargo carrier.

The shock-waves this decision sent through the air cargo market in Britain are still evident. Unofficially British Airways estimates that it could stand to lose up to £30m in revenue if the Trade Department secures the necessary traffic rights from the countries for which the CAA has given Tradewinds Airways licences.

In the current financial year, 1982-83, BA was budgeted to generate £200m from its air cargo and mail services, so the potential impact of the Tradewinds decision is considerable.

Under the ruling, Tradewinds has been licensed to fly scheduled all-cargo services to a total of 27 towns and cities in North America, Africa and the Middle East.

In North America, subject to a successful conclusion of the Trade Department negotiations



A Boeing 747 Freighter transshipping pallets at Gatwick Airport, Northwest Orient link Gatwick with North America airports using all-cargo 747s

with the U.S. and Canada, the airline has been licensed to fly to Toronto, Atlanta, Boston, Chicago, Detroit, Los Angeles, Miami, New York and San Francisco.

The airline wants to fly two services over the Atlantic each week to selected destinations, perhaps starting at the beginning of May. "These services will be in line with demand in the market, which we believe is present," Tradewinds say.

The airline is conscious of the current over-capacity on its chosen routes, but "we feel that this is a service which is needed by the UK exporter. We are optimistic that Tradewinds can still fill a gap."

The company emphasises that the services will be operated like a scheduled carrier, "but at a lower frequency."

"Our aim is not to penetrate deeply any particular market but seek no more than a minority share on any route," Mr Norman Curtis, the managing director, says.

#### Change

This marked change in the competition on the routes to North America, if given the go-ahead, will come after a year of mixed fortunes for air freight volumes on the transatlantic. On the North Atlantic sector, tonnage carried by airline members of the International Air Transport Association and charter airlines fell by an estimated 2 per cent last year to 821,158 tonnes.

On the South Atlantic sector, the tonnage fell sharply by over 7 per cent to 58,824 tonnes. In contrast, air freight tonnage on the mid-Atlantic routes to and from the Caribbean, rose by almost 9 per cent to 55,432 tonnes.

Charter cargo operations grew rapidly, with an increase of over 14 per cent to the air freight carried by charter airlines to 23,207 tonnes in the period to the end of September last year. At the same time, scheduled service cargo fell by almost 3 per cent to 616,333 tonnes.

Lufthansa, the West German national airline, took a potentially important initiative

earlier this year, through its membership of the cargo sub-committee of IATA's traffic committee, to try and get greater flexibility into the system of commissions of air cargo agents.

These agents have received 5 per cent commission for about 30 years and, although Lufthansa is not seeking a complete free-for-all for agent's commission, it does want an analysis of the subject.

The airline believes that the present flat percentage for all IATA cargoes worldwide "does not meet today's market conditions." Its proposal for an IATA working group to examine the idea of higher commissions for agents to help "stimulate all sales forces" was accepted by IATA's cargo sub-committee last month.

Lufthansa earns about 22 per cent of its revenue from its cargo operations, representing a total turnover from cargo of DM 1,466m last year.

For Lufthansa, the international and domestic West German cargo market grew last year by approximately 6 per cent to 7 per cent in both revenue and tonne-kilometre terms. The profit, however, remained static.

Herr Karl-Heinz Neumeister, the Lufthansa general manager for cargo and mail, doubts whether IATA rates in cargo do more than "orientate people."

He says the airline would be in favour of "any and every clean-up in rates, with everybody quoting the same rate." This was the "most desirable" aspect of cargo ratings for Lufthansa. On this basis, the quality of service would become the only variable "but we have to face up to the fact that there will be no IATA harmonisation on prices in cargo."

In the period to the end of October last year, making it the leader in the market among scheduled passenger airlines, Flying Tiger, the all-cargo U.S. carrier, carried 85,000 tonnes on the route. Pan American World Airways was next in Lufthansa's rating based on IATA figures, with 67,000 tonnes; KLM Royal Dutch Airlines carried 57,000 tonnes; and Air France 52,000 tonnes.

British Caledonian Airways carried 14,937 tonnes of freight, 34 per cent of the airline's total air freight carryings, with the greater load factors, 85 per cent, westbound out of Gatwick airport compared with 60 per cent eastbound from the U.S.

#### Export scheme

For British Airways, the Atlantic represented 27 per cent of its world-wide cargo revenue of about £200m last year, the first full year since it sold its single Boeing 747 all-freighter aircraft which gave it 25 per cent of the westbound market.

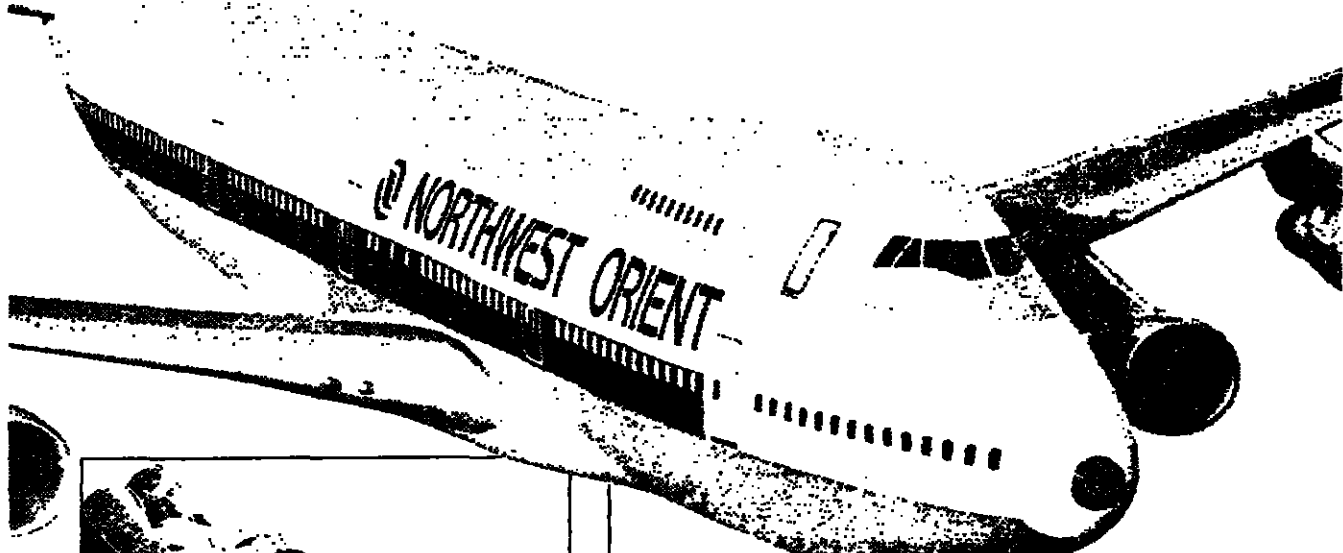
The airline introduced its guaranteed export scheme, with a money-back guarantee for exporters whose cargo of less than 50 kg did not fly on the agreed flight, last autumn, largely to reassure the market that BA still intended to be a force in the cargo market on the Atlantic.

The airline's share of the market westbound on the North Atlantic fell to about 23 per cent after the sale of the all-freighter 747. The guaranteed exports scheme, however, boosted BA's revenue on the whole Atlantic market to the end of December by 6 per cent. BA had to pay back on only 15 per cent by value of its consignments.

Mr Colin Mitchell, the BA general manager, cargo, says the exports scheme helped boost BA tonnage by 2 to 3 per cent "without the 747 freighter."

The Atlantic market as a whole was "stable and buoyant" while other air freight markets have been in decline. BA increased its market share without the freighter.

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## FT COMMERCIAL LAW REPORTS

## Interest payable on interest in limited liability

GARDEN CITY (2)

Queen's Bench Division (Admiralty Court): Mr Justice Parker: February 25 1983

WHERE A shipowner pays money into court at the outset of limitation proceedings in respect of collision at sea, such sum being correctly calculated as the limitation figure at date of payment in, together with interest from date of collision, the court may order, when limitation is ultimately established, that accrued interest on the interest on that sum be paid out to the defendants in the same proportion as the sum itself is paid out.

Mr Justice Parker so held when giving judgment for the defendants, Atlantic Maritime Company, owners of the Garden City, and others, on a summons by which the plaintiffs, Polish Steamship Company, had sought an order that interest on interest on money paid by them into court at the outset of limitation proceedings, was not payable out to the defendants.

Section 503 (1) of the Merchant Shipping Act 1894 as amended provides: "The owners of a ship... shall not, where... occurrences take place without their actual fault or privity... be liable to damages beyond the following amounts..."

Section 1 (4) of the Merchant Shipping (Liability of Shipowners and Others) Act 1958 provides: "Where money is paid into court in respect of any liability to which a limit is set... the ascertainment of that limit shall not be affected by a subsequent variation..."

HIS LORDSHIP said that on April 27 1978, Polish Steamship commenced a limitation action under section 503 of the Merchant Shipping Act 1894 as amended, in respect of a collision between their vessel and the Garden City for which they were 60 per cent to blame.

The following day they paid \$692,000 into court. That was comprised of the limitation figure, correctly determined at that date, and interest on the

limitation figure from date of collision to April 30 1978. The amount paid in was placed on short-term investment account.

Judgment was given 13 years after the collision and four years after the limitation action was launched, and Polish Steamship successfully established its right to limit its liability (FT, March 12 1982).

The total amount that had been paid into court was paid out on December 1 and distributed in specified proportions to the defendants.

No order was made, however, with regard to interest. The purpose of the present proceedings was to decide to whom interest should be paid.

By November 4 1982 the total interest accrued on the sum paid into court was \$234,904 and that had since remained in court earning further interest.

Mr Aikens, for the defendants, contended that all accrued interest should be paid out to the defendants in the same proportion as the amount paid into court, either as a matter of entitlement or of discretion.

Mr Brice, for Polish Steamship, contended that the court had no power to order payment to the defendants of more than simple interest earned on the principal sum between payment in and decree and thereafter all interest on the total of the amount paid plus such amount of simple interest.

Under the Responsibility of Shipowners Act 1813 the basic system was that as a condition of a shipowner's right to pursue his limitation action, he paid into court at the outset his own sworn estimate of the limited amount, and the fund thereby created, together with all interest, would go to the claimants.

Those provisions disappeared when the 1813 Act was replaced by the Merchant Shipping Act 1894, and had not since reappeared.

There was no incentive for a

plaintiff to pay into court until the Merchant Shipping (Liability of Shipowners) Act 1958. The effect of section 1 (4) of that Act was to provide the plaintiff with a means of protecting himself against a fall in the value of the pound.

It was clear from the authorities that the limitation figure could, at the option of a plaintiff, be frozen at date of payment in. The defendants had no say in the matter and could thus be made subject to the risk of a fall in the value of the pound.

The intention of the 1958 Act was that a plaintiff shipowner who ultimately established his right to limit could have paid in the full amount of the limitation figure, should be treated as having satisfied his obligation.

It followed that any interest earned on the money in court was not a concern of his and belonged as a matter of entitlement or discretion to the defendants.

The plaintiff, by paying in, put a final limit on his liability. He would never have to pay out more. If the limitation figure increased thereafter, the defendants would be deprived of the benefit of the increase and of the interest on the increased amount.

There appeared to be no justification for saying that having already had his claim to principal limited by statute, the defendant should suffer that further burden merely because to allow him the full interest would involve his receiving interest upon interest. The justice of the case lay plainly in favour of a plaintiff being treated as part of the limitation fund and distributed accordingly.

Having regard to *Fumabashi [1972] 1 Lloyd's Rep 371* and *Tock v [1981] 1 Lloyd's Rep 587, 593, 603*, it was clear that the Admiralty jurisdiction to award interest was an equitable jurisdiction; that compound interest could be awarded; and that in general the basis of an award

was that the defendant had had the use of the money and the plaintiff had been kept out of it; and that in special circumstances the court could depart from such principle.

In the present circumstances, the question was not one of awarding interest, but of deciding on the destination of interest. That interest was earned upon money paid into court with the intention of discharging what would have been the plaintiff's maximum obligation had there been a decree on the date of payment in.

If there had been such a decree, and if the money had been promptly paid in, all interest thereafter would have been distributable to the defendants.

That being so, and bearing in mind that by the payment in the plaintiff protects himself against a possible increase in the limitation figure with the attendant increase in interest, it was both right in equity and consistent with the general principle that all interest thereafter should accrue to the defendants, as it would have done between 1813 and 1954.

When a payment in had been made all interest should be distributed among the defendants in the same proportion as the original amount paid in.

His Lordship so ordered, proceeding on the basis that since the award of interest in this place was discretionary, it followed that the fate of any interest earned upon interest must also be discretionary.

For Polish Steamship: Geoffrey Brice QC and Lloyd Lloyd (Eborace Mitchell and Co.).

For the defendants: Richard Aikens (Watkins and Morse, Holman Fenwick and Willan, Clyde and Co., Guildford).

By Rachel Davies  
Barrister

## Carrier must prove his lack of fault

THE TORNIA

Queen's Bench Division (Commercial Court): Mr Justice Hobhouse: February 18 1983

WHERE GOODS are carried under a bill of lading contract and are lost at sea the carrier, in defence to a claim for non-delivery, must not merely prove that loss, but must also prove that it was not due to his fault or was due to his excusable fault.

He cannot disclaim responsibility on the ground of peril of the sea unless the peril was the sole cause of the loss, and if he asserts that it was caused by a combination of peril and defect of the vessel, he will be liable unless he can prove that the defect was latent and undiscoverable by due diligence.

Mr Justice Hobhouse so held when giving judgment for the cargo owners, Aktieselskabet de Danske Sukkerfabrikker, in their claim against Balamar Cia Navera SA, owners of the Torna, for non-delivery of a cargo of sugar.

HIS LORDSHIP said that the Torna, a 21-year-old vessel, was chartered to carry a cargo of sugar. She loaded at Guayaquil, Cuba. Two bills of lading were issued, and the freight was paid.

On April 4 1979 the vessel set sail for Denmark. She ran into high winds and rough seas. The weather conditions were of a type well within the compass of the weather conditions to which the shipowners were liable to be encountered during the voyage.

The vessel rolled and listed. There was a major failure in her port side shell plating. She became uncontrollable, and she was abandoned. She sank on April 19 and she and the cargo were totally lost.

The cargo owners were the endorses of the bills of lading issued at Guayaquil. They claimed £103m, being the value of the cargo, plus interest.

The shipowners admitted non-delivery of the cargo, but submitted, *inter alia*, that their initial burden of proof was

satisfied by (a) proving that the goods no longer existed and that the contract had therefore become impossible of performance, or (b) proving that perils of the sea operated to cause the loss.

They said that when they discharged that burden of proof, the burden passed to the cargo owners to prove whatever fault caused the loss.

The subject-matter of the submission was the legal burden of proof, not the evidential burden of proof. The test was, what did each party need to allege?

In the *Glendarrach [1894] 2 Q.B. 231*, Lord Esher MR said: "Each party would have to prove the part of the matter which lies upon him."

The relationship between the parties was contractual. It followed that the legal burden of proof must be decided by construing the contract. In ascertaining the effect of the contract, one must take its nature into account.

The contract was contained in a bill of lading. It was a contract of carriage—a species of contract of bailment. It was not a mere contract for the carriage of goods.

Charterparties were typically contracts for the carriage of goods. They were executory. They were intended to give rise to bailments but were not normally the contract of bailment itself.

It was only because the contract in the present case was a contract of bailment that the cargo owners set up a sustainable cause of action by proving non-delivery. It was then for the shipowners to set up a sustainable defence. Mr Pollock, for the shipowners, argued that he set up a sustainable defence merely by proving the loss of the goods.

In *Spurling v Bradshaw [1856] 1 W.L.R. 461*, 466 Lord Justice Denning said: "A bailor by pleading and presenting his case properly can always put on the

burden of proof. In the case of non-delivery, for instance, all he need plead is the contract and a failure to deliver on demand. That puts on a bailee the burden of proving either loss without his fault, or if it was due to his fault, it was a fault from which he is excused."

That statement of the law followed similar statements in earlier cases, and was expressly approved by the Court of Appeal in *Leeson v Patent Steam Carpet Cleaning [1978] 1 Q.B. 69*.

Also, the drafting of Article 1 of the Hague Rules, and in particular paragraph (q), confirmed that there was a further burden of proof on the carrier even where the goods were lost.

Mr Pollock's first argument was therefore rejected. His second argument invoked Article IV rule 2 (g) of the Hague Rules, which provided that the shipowner should not be responsible for loss resulting from "perils, dangers and accidents of the sea."

He said that if there were any question of unseaworthiness it was for the cargo-owners to allege and prove, and to prove its causative effect.

The submission must fail. The facts were not that the vessel was overwhelmed by an exceptional storm or other peril within Article IV rule 2. The case was that the shipowner's vessel was defective in her hull through some defect in her structure. Therefore the perils of the sea were no more than a cause operating within another cause.

Where the facts disclosed that the loss was caused by the concurrent causative effects of an exceptional and a non-exceptional peril, a carrier remains liable. He only escaped liability to the extent that he could prove that the loss or damage was caused by the exceptional peril alone.

The shipowners had proved, as concurrent causes, perils of the sea and a defect which was not

an accepted peril, in that it did not satisfy the criteria of paragraph (p) of the rule. There was nothing in the drafting of rule 2 which would justify the cargo owners' contention that they were relieved of liability.

If it did not suffice for a carrier merely to prove that a cause of the loss was a peril of the sea, it followed that it did not suffice for him to prove that the cause was, in combination, a peril of the sea and a defect—unless it were shown to be a latent defect undiscoverable by due diligence.

The evidence showed that the shipowners traded the vessel, with a view to maximising her earnings at the cost of a proper maintenance programme.

The vessel was unseaworthy by reason of corrosion at the commencement of the voyage. That unseaworthiness was the most significant cause of the loss. It was not latent, nor was it undiscoverable by due diligence.

Due diligence was not exercised. It followed that the shipowners were liable.

A shipowner might limit his liability where he proves that the loss had taken place without his actual fault or privity. The attitude shown by the shipowners' management was almost one of indifference. They manifestly had not discharged the burden of proof which was on them, of proving absence of fault or privity.

On the balance of probabilities, the loss of the Torna and her cargo was contributed to by the actual fault of the shipowners.

Judgment for the cargo-owners for the full amount of their claim.

For the shipowners: Gordon Pollock QC and Jeffrey Gruder (Holman, Fenwick and Willan).

For the cargo-owners: Bernard Rix QC and Iain Milligan (Clyde and Co.).

By Rachel Davies  
Barrister

## U.S. QUARTERLIES

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| Revenue            | 182.2m | 224.2m |  | Revenue                    | 130.2m | 125.7m |  |
| Net profit         | 71.8m  | 1.3m   |  | Net profit                 | 71.3m  | 1.2m   |  |
| Net per share      | 0.19   | 0.01   |  | Net per share              | 0.17   | 0.01   |  |
| Year               |        |        |  | Year                       |        |        |  |
| Revenue            | 694.1m | 880.2m |  | Revenue                    | 575.3m | 526.2m |  |
| Net profit         | 191.2m | 42.2m  |  | Net profit                 | 16.3m  | 23.8m  |  |
| Net per share      | 0.49   | 0.11   |  | Net per share              | 0.35   | 0.50   |  |
| Loss               |        |        |  | Loss                       |        |        |  |
| ENERGY AIR FREIGHT |        |        |  | WALTER E. KELLER INT'L     |        |        |  |
| Fourth quarter     | 1982   | 1981   |  | Fourth quarter             | 1982   | 1981   |  |
| Revenue            | 142.8m | 83.3m  |  | Revenue                    | 208.7m | 240.7m |  |
| Net profit         | 1.64m  | 2.5m   |  | Net profit                 | 17.4m  | 12.3m  |  |
| Net per share      | 0.10   | 0.16   |  | Net per share              | 0.63   | 0.79   |  |
| Year               |        |        |  | Year                       |        |        |  |
| Revenue            | 600.2m | 692.8m |  | Revenue                    | 853.7m | 915.9m |  |
| Net profit         | 10.2m  | 18.7m  |  | Net profit                 | 16.3m  | 22.8m  |  |
| Net per share      | 0.05   | 0.09   |  | Net per share              | 1.34   | 1.57   |  |
| Loss               |        |        |  | Loss                       |        |        |  |
| FOSTER WHEELER     |        |        |  | NATIONAL MEDICAL           |        |        |  |
| Fourth quarter     | 1982   | 1981   |  | Fourth quarter             | 1982   | 1981   |  |
| Revenue            | 434.2m | 446.7m |  | Revenue                    | 77.3m  | 72.4m  |  |
| Net profit         | 15.8m  | 21.7m  |  | Net profit                 | 5.3m   | 5.3m   |  |
| Net per share      | 0.45   | 0.63   |  | Net per share              | 0.29   | 0.17   |  |
| Year               |        |        |  | Year                       |        |        |  |
| Revenue            | 1,620m | 1,770m |  | Revenue                    | 297.5m | 284.8m |  |
| Net profit         | 57.2m  | 64.3m  |  | Net profit                 | 18.7m  | 19.7m  |  |
| Net per share      | 1.67   | 1.57   |  | Net per share              | 1.33   | 1.09   |  |

## EEC bond meets poor reception

By Mary Ann Sieghart  
in London

THE European Economic Community met a poor reception from the Eurobond market yesterday when it launched a \$75m, 12-year, 10% per cent bond at 98 1/8 per cent through Credit Lyonnais.

The bonds, which bear a yield well below similar paper on the secondary market, were cold-shouldered by investors and immediately fell to a discount of about four points on their issue price.

Dealers pointed particularly to the 11% per cent EEC issue due 1995 which traded yesterday at about 98 1/8 giving a secondary market yield of 11.7. The pricing on yesterday's issue through Credit Lyonnais gives a yield of only 10.87. Some traders expressed surprise at the terms of the new issue.

Société Générale de Surveillance, the Swiss company, involved in quality testing and control, met more success with a \$50m private placement arranged by S.G. Warburg and Union Bank of Switzerland.

The bond is convertible to SGS "bons de jouissance", which are the Swiss equivalent of non-voting shares, and the indicated coupon is 8 1/8 per cent at a price of 100. Each bond can be converted into one share at a premium of no more than 5 per cent over this Thursday's share price. Yesterday the shares closed at SwFr 3,305.

Within hours of the placing, the bonds had sold out—at one point buyers were offering to pay a premium of six points above the issue price. SGS has been a hot performer on the Swiss stock market because of its rapid earnings growth. A spokesman from UBS said he could have placed the whole issue in Switzerland without any difficulty.

Demand for Monday's new issues held up reasonably well yesterday, with none trading at a heavy discount. The secondary market was patchy—quiet in the morning, but picking up a little in the afternoon. On average, prices were unchanged to down a 1/4 point.

The only other new issue in the Eurobond sector was a \$20m floating rate note from Friesch-Dutch Mortgage Bank NV, the Dutch mortgage bank, led by Banque Paribas, Kurz, Bungenberg. The rate is 3/4 per cent over the London Interbank Offered Rate (Libor), with a life of five years.

## Irish banks cut customers' cheque service

By Brendan Keenan  
in Dublin

IRISH BANKS are to follow the lead set by their British counterparts years ago by no longer returning customers' used cheques.

The change has been forced on the four Irish clearing banks because of the cost of sorting and returning cheques. More than half a million cheques are written every day in the Irish Republic alone.

Yesterday bank charges in the Republic went up, in the first stage of a 50 per cent increase. The banks claim that even the new fees will not cover the cost of handling current accounts.

Customers will now have to ask the bank if they wish specific cheques returned. Allied Irish and Bank of Ireland, the two bigger banks, expect to be operating the new system in all the main branches by the middle of next year.

## Sales drop for Swiss foods group

By John Wicks in Zurich

HERO Conserven saw group sales fall by 7 per cent last year to SwFr 431.3m (\$208.9m).

The decline was the result of the exclusion of the French company Conserves Lenzbourg, Lyons, from consolidated figures and to a new definition of net sales.

Without these changes, the Swiss-owned group would have shown a 6.4 per cent sales rise.

The parent company, Hero Conserven Lenzbourg, reports an increase in consolidated cash flow for 1982 from SwFr 19.6m to SwFr 23.4m.

## Lego to trim workforce

By Our Copenhagen Correspondent

LEGO, the Danish toy manufacturer, is shedding 250 production workers because of falling demand worldwide. The redundancies will take effect next month and will affect 13 per cent of the company's employees. Production at Billund has been on a four-day week since last September.

## FT INTERNATIONAL BOND SERVICE

The list shows the 200 latest international bond issues for which an adequate secondary market exists. For further details of these or other bonds see the complete list of Eurobond prices published on the second Monday of each month. The following are closing prices for March 1.

| U.S. DOLLAR                | Issued | Bid     | Offer   | Change on day week | Yield | Japan Airlines 7 1/2 87 | Issued | Bid     | Offer   | Change on day week | Yield |
|----------------------------|--------|---------|---------|--------------------|-------|-------------------------|--------|---------|---------|--------------------|-------|
| STRAIGHTS                  |        |         |         |                    |       | New Zealand 8 1/2 87    | 15     | 102 1/2 | 103 1/2 | 0                  | 7.58  |
| Amstar 12 1/2 88           | 75     | 112 1/2 | 113 1/2 | 0                  | 11.16 | World Bank 8 1/2 82     | 20     | 102 1/2 | 104 1/2 | 0                  | 7.58  |
| Amstar 13 3/8 88           | 200    | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Bell Canada 14 1/2 88      | 150    | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| British Columbia 14 1/2 88 | 200    | 114 1/2 | 115 1/2 | +1/4               | 11.16 |                         |        |         |         |                    |       |
| British Columbia 15 1/2 88 | 150    | 117 1/2 | 118 1/2 | +1/4               | 11.22 |                         |        |         |         |                    |       |
| Canada 14 1/2 88           | 75     | 111 1/2 | 112 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Canada 15 1/2 88           | 175    | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Canadian Western 11 1/2 88 | 50     | 101 1/2 | 102 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 14 1/2 88          | 75     | 111 1/2 | 112 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 15 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 16 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 17 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 18 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 19 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 20 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 21 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 22 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 23 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 24 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 25 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 26 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 27 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 28 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 29 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 30 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 31 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 32 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 33 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 34 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 35 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 36 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 37 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 38 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 39 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 40 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 41 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 42 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 43 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 44 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 45 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 46 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 47 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 48 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 49 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 50 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 51 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 52 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 53 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 54 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 55 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 56 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 57 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 58 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 59 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 60 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 61 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 62 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 63 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 64 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 65 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 66 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 67 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 68 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 69 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 70 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 71 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 72 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 73 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 74 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 75 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 76 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 77 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 78 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 79 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 80 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 81 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 82 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 83 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 84 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 85 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 86 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 87 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 88 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 89 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 90 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 91 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 92 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 93 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 94 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 95 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 96 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 97 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 98 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 99 1/2 88          | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 100 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 101 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 102 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 103 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 104 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 105 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 106 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 107 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 108 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 109 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 110 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 111 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 112 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 113 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 114 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 115 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 116 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 117 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 118 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 119 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 120 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 121 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 122 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 123 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 124 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 125 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 126 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 127 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 128 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 129 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 130 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 131 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 132 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 133 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |
| Can Pac 134 1/2 88         | 75     | 108 1/2 | 109 1/2 | +1/4               | 11.05 |                         |        |         |         |                    |       |



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FINANCIAL TIMES

Wednesday March 2 1983

## WALL STREET

Renewed  
assertion of  
confidence

CONFIDENCE re-established itself on U.S. stock markets yesterday after reports that Opec was near to completing arrangements for an orderly reduction in oil prices and thus avoiding the danger of a general collapse in world oil markets. This scenario is much more to Wall Street's liking than any repetition of the panic seen in gold bullion markets at the beginning of the week, writes Terry Byland in New York.

Share prices quickly moved ahead and after a brief pause for consolidation when early gains were sharply reduced, blue chips climbed steadily to lift the Dow Jones industrial average 18.09 to a record 1,130.71. Turnover, with some 104.2m shares traded, was below the levels of last week's bull phase but significantly higher than in the selling markets of Friday and Monday. There were 1.18m shares showing gains compared with only 431 falls.

A further reason for the steadier tone was the publication this week of several sets of important economic indicators, in particular the index of economic indicators for January which is due today.

Selling of oil shares largely dried up following several sessions of persistent pressure. Recoveries were slight but Exxon at \$36, Standard Oil of California at \$37 and Standard of Ohio at \$38 were all substantially firmer than their overnight levels.

Airline stocks continued to attract buyers on the likely benefit to profits from falling fuel prices, but gains there too were subdued. Pan Am was firm at \$54 but there were buyers again for Delta at \$48 and Eastern at \$59.

Elsewhere in the industrial area, prices moved erratically around the higher levels established in early trading. IBM was back in favour and attracting buyers at \$101. General Electric at \$111 added \$2. There was further support for Gulf and Western while Schlumberger, the oil search company, regained some of its recent loss.

It was clear that the belief that U.S. interest and inflation rates are about to fall has remained the driving force behind the stock market.

In the credit markets, however, the hope of an immediate cut in the Federal Reserve's discount rate receded a little. Federal funds opened higher and traded in the 8 1/4 to 8 1/2 per cent range. At 8 1/4 per cent the Fed arranged \$2bn in customer repurchase agreements, but this was slow to pull the funds rate downward.

Bond prices generally strengthened during the afternoon, however, and closed with widespread gains.

A recovery by resource issues from Monday's selloff enabled Toronto to

head once more sharply upward. The bond market was not outdone, and the new C\$700m three-part government issue sold out quickly with a premium above issue prices ranging to a quarter.

Montreal stocks were slower to join the upturn, weighed down by industrials and papers.

## EUROPE

Stimulants  
remain in  
short supply

STRENGTH in the dollar and weakness on Wall Street, often a deadening combination for bourse sentiment, had this effect again yesterday morning, and the ensuing hours offered few stimulants apart from a slight clearing of the air on the gold and oil price fronts.

Even Amsterdam, which had the benefit of a half-point cut in the Dutch bank rate late on Monday to 4 per cent, failed to respond. Only the banks themselves displayed any noteworthy gains. ABN added Ft 6 to Ft 334, Ned Mid Ft 1.50 to Ft 126.50 despite a 39 per cent earnings fall last year, and Amro the same amount to Ft 49.50.

The Anglo-Dutch Unilever, slightly increased pre-tax results for which yesterday were regarded as broadly in line with expectations, finished Ft 2.30 lower at Ft 191.50, trimming earlier losses. Its London quotation was unaltered at 785p, as most business in the stock is done off the floor.

Pre-election profit-taking persisted in Frankfurt, leaving the Commerzbank index 7.8 weaker and back below the 800 level at 799.3. Both domestic and foreign investors were responsible for the selling.

Brown Boveri, which warned that it would have to draw on reserves to pay a dividend, shed DM 5 to DM 223. Another feature in electricals was AEG, which relinquished DM 11.80 of Monday's DM 22.50 surge to finish at DM 49.20, still well enhanced by news of its progress in staying off bankruptcy.

Domestic bonds were little changed, and the Bundesbank bought a small DM 6.2m in public paper.

A similar extension of losses in Zurich showed Brown Boveri, parent of the West German concern, just SwFr 5 lower at SwFr 1,075 on its planned dividend cut. Alusuisse slipped the same amount to SwFr 620 and Sandoz SwFr 25 to SwFr 5,050.

Pessimistic indications for the French economy, the latest of which was a statistics institute prognosis of holding steady in a through level, further upset Paris sentiment. Bouygues slid Ffr 6 to Ffr 733 and Creusot-Loire Ffr 1.50 to Ffr 52.50.

Foreign shares were favoured. The devise-titre, a dollar premium the Government requires investors to use in purchasing foreign issues, reached a record Ffr 9.05, up from Ffr 8.90.

Brussels held broadly steady, led by steels. Arbed added Bfr 42 to Bfr 1,182. In Madrid it was the banks, where quoted, which showed the gains - Pta 5 for Vizcaya at Pta 285, and Pta 4 for Bilbao at Pta 210.

A late burst of selling continued after hours in Milan and hit the insurers most. Generali had shed L1,000 to L123,000 and Toro L1,170 to L13,010 by the official close.

Copenhagen continued strong on a Danish trade turnaround but Stockholm was beset by profit-taking and Oslo showed sharp setbacks for Norsk Data, off Nkr 17.50 to Nkr 220, and Norsk Hydro, Nkr 9 down at Nkr 278.

## AUSTRALIA

## Rate pressure

A SIGNIFICANT revival of buying support for heavyweight mining stocks emerged in Sydney to lift prices off their lows, but the result on the day was still weaker.

Turnover was a moderately active A\$13.13m and falls held a six to one margin over advances. Industrials suffered, too, blamed by dealers on rising domestic interest rates generated by an outflow of capital ahead of federal elections on Saturday.

This affected banking, retail and transport issues in Melbourne.

## SOUTH AFRICA

## Golds steady

THE STEADYING bullion price westward across the globe brought a firmer gold share tendency to Johannesburg, where gains among heavyweight producers extended to R2 for East Rand at R23.

This allowed mining financials to pick up, R4 for Amgold at R124 and 20 cents for De Beers at R7.85. Platinums, by contrast, remained weaker, as were industrials.

## FAR EAST

Rot sets in  
on Tokyo's  
shaky rally

THE INSUBSTANTIAL nature of the rally in Tokyo over the past week - already reflected in low turnover levels and scattered profit-taking against the trend - was thrown into sharp relief yesterday as weakness in the yen combined with the falling gold price to pull the market sharply lower.

Leading the downturn were the blue chips, but selling later spread to speculative and lower-priced domestic industrials.

The Nikkei-Dow Jones market average shed 96.72 to return below the 8,000 mark at 7,988.85, while the Stock Exchange index relinquished 5.04 at 587.14. Trading volume, at 330m shares, was well up on Monday's 250m but remained on the thin side.

Hitachi lost Y22 to Y758, Mitsubishi Electrical Y13 to Y362, Toyota Y11 to Y872, Sony Y30 to Y3,070 and Mitsui & Co Y13 to Y372.

Sumitomo Chemical, which the previous day reported a slide into 1982 losses of Y7.2bn compared with Y2.3bn profits and was unable to assure a dividend for the current year, finished Y10 lower at Y155.

Oils were sold, pulling Nippon Oil down Y30 to Y885 and Koa Y18 to Y471. Gold mines were also depressed, and recent favourite Mitsui Mining and Smelting ended Y37 lower at Y579 on an active 12.23m shares.

The exchange authorities later announced a Y21bn contraction last week in outstanding margin debt, but dealers were unconvinced that this news would bolster the market.

Government bond prices improved in the afternoon in thin trading.

An initial extension of Monday's losses in Hong Kong was corrected as the gold price stabilised, albeit at a fiercely eroded level, but the calls on investors' funds to meet margin debts in the metal abated sufficiently to allow a

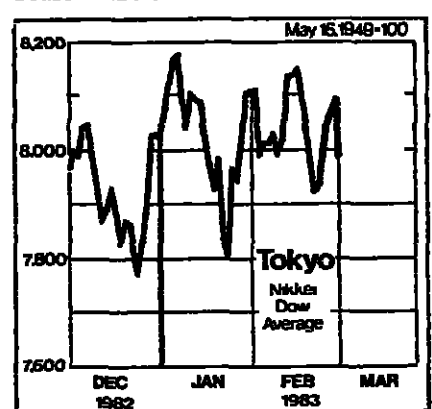
12.04 recovery in the Hang Seng index to 1,033.59 from its 44.75 plunge.

Hutchison Whampoa rose 20 cents to HK\$13.70, Hongkong Electric the same amount to HK\$5.75, Cheung Kong and Hongkong Land 10 cents apiece to HK\$10.20 and HK\$4.78 respectively. Swire Pacific A continued 10 cents lower at HK\$12.50, however.

Analysts said shares generally remained undervalued but that the grasp on the 1,000 mark reattained last week had not proved invincible.

Active but selective dealings left Singapore prices narrowly mixed, with sentiment upset by news of a slowing in gross domestic product growth to 6.3 per cent last year against 1981's 9.9 per cent, and official predictions of difficult months ahead.

The Straits Times industrial index eased 0.07 to 827.37. Malaysian Resources gained 19 cents to S\$2.06, while Fraser and Neave lost 25 cents at S\$7.55.



## LONDON

Opec offers  
a degree  
of comfort

STEADIER LONDON equity markets coped more comfortably with fresh anxieties aroused early yesterday by another bout of marked weakness in many speculative and situation stocks. The countering influence was afternoon re-

ports that Opec member states were moving towards agreement on a new oil price structure, and this optimism also outweighed the adverse effects of a growing miners' dispute.

Dealings in Polly Peck were restored following the company's clarification of the tax status of its Cyprus subsidiary and the temporary halt to its proposed merger with two associates, Cornell and Wearwell. The fruit packing group opened at £11 compared with Monday's suspension price of £17 and immediately eased to £10. Good support materialised, however, and the shares rallied to £16 before closing at £14 1/2.

Leading industrials were sidelined, but most gradually regained small early losses, encouraged by Wall Street's upsurge soon after yesterday's opening. The FT Industrial Ordinary index closed 3.9 up at the day's best of 641.6.

Further investment in government securities was discouraged by sterling's renewed weakness against other leading currencies.

Fisons highlighted the miscellaneous industrial leaders, jumping 73p to 536p in response to much better than expected preliminary profits and a confident accompanying statement which overshadowed a proposed £28.74m rights issue.

Compared with Commercial Union's recent abysmal figures, Royal's annual profits showing a mere 17.8 per cent contraction were deemed to be satisfactory and the shares firmed 9p to 515p in thin trading.

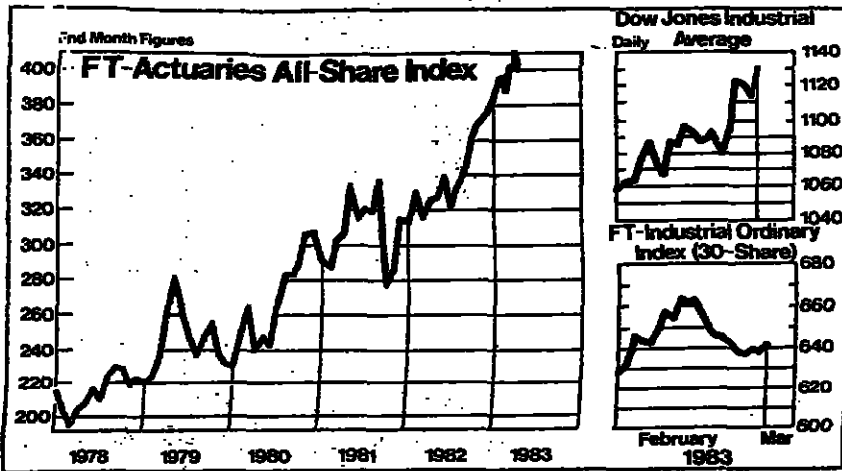
Oils took a distinct turn for the better, with BP 6p up at 306p and Shell 8p to the good at 420p after 422p.

The unprecedented slide in South African golds on Monday was arrested by a combination of a steadier bullion price and international bargain-hunting. The main thrust was made by cheaper-priced issues, among which Grootevlei was outstanding and finally 107p higher at 930p.

Heavyweights continued to suffer from selling pressure. Top stocks like Randfontein and Vaal Reefs fell in excess of £2 apiece to £81 1/2 and £68 1/2 respectively.

Financials staged a smart rally, but Australians were marked down sharply at the outset and tended to hold these levels. Gold Mines of Kalgoorlie plunged to 570p. Share information service, Pages 36-37

## KEY MARKET MONITORS



| STOCK MARKET INDICES |         |          |          |
|----------------------|---------|----------|----------|
| NEW YORK             |         |          |          |
|                      | March 1 | Previous | Year ago |
| DJ Industrials       | 1130.71 | 1112.62  | 828.39   |
| DJ Transport         | 501.27  | 491.98   | 387.89   |
| DJ Utilities         | 126.94  | 125.05   | 107.76   |
| S&P Composite        | 150.88  | 148.05   | 113.31   |

| LONDON          |         |        |          |
|-----------------|---------|--------|----------|
|                 | March 1 | Prev   | Year ago |
| FT Ind Ord      | 641.6   | 587.7  | 557.8    |
| FT-A All-shares | 402.31  | 393.35 | 321.15   |
| FT-A 500        | 434.82  | 431.37 | 340.05   |
| FT-A Ind        | 408.97  | 407.82 | 313.18   |
| FT Gold mines   | 570.1   | 563.9  | 254.0    |
| FT Govt bonds   | 73.21   | 79.43  | 67.34    |

| TOKYO      |         |         |          |
|------------|---------|---------|----------|
|            | March 1 | Prev    | Year ago |
| Nikkei-Dow | 7988.85 | 8085.57 | 7827.44  |
| Tokyo SE   | 587.14  | 592.16  | 547.91   |

| AUSTRALIA     |         |       |          |
|---------------|---------|-------|----------|
|               | March 1 | Prev  | Year ago |
| All Ord       | 490.8   | 496.8 | 487.6    |
| Metals & Mins | 434.8   | 443.4 | 350.0    |

| AUSTRIA       |         |       |          |
|---------------|---------|-------|----------|
|               | March 1 | Prev  | Year ago |
| Credit Aktien | 49.26   | 49.33 | 54.47    |

| BELGIUM    |         |        |          |
|------------|---------|--------|----------|
|            | March 1 | Prev   | Year ago |
| Belgian SE | 107.36  | 107.33 | 97.22    |

| CANADA            |         |        |          |
|-------------------|---------|--------|----------|
|                   | March 1 | Prev   | Year ago |
| Toronto Composite | 2125.1  | 2090.3 | 1681.0   |

| FRANCE        |         |        |          |
|---------------|---------|--------|----------|
|               | March 1 | Prev   | Year ago |
| CAC Gen       | 107.20  | 107.10 | 109.9    |
| Ind. Tendance | 111.50  | 111.70 | 120.6    |

| WEST GERMANY |         |        |          |
|--------------|---------|--------|----------|
|              | March 1 | Prev   | Year ago |
| FAZ-Aktien   | 266.28  | 269.22 | 230.54   |
| Commerzbank  | 799.3   | 806.9  | 700.9    |

| HONG KONG |         |         |          |
|-----------|---------|---------|----------|
|           | March 1 | Prev    | Year ago |
| Hang Seng | 1033.57 | 1021.55 | 1287.81  |

| ITALY      |         |        |          |
|------------|---------|--------|----------|
|            | March 1 | Prev   | Year ago |
| Banca Com. | 200.64  | 203.02 | 204.74   |

| NETHERLANDS |         |       |          |
|-------------|---------|-------|----------|
|             | March 1 | Prev  | Year ago |
| ANP-CBS Gen | 110.6   | 110.3 | 86.3     |
| ANP-CBS Ind | 96.8    | 97.0  | 69.7     |

| NORWAY  |         |        |          |
|---------|---------|--------|----------|
|         | March 1 | Prev   | Year ago |
| Oslo SE | 140.72  | 144.39 | 104.46   |

| SINGAPORE     |         |        |          |
|---------------|---------|--------|----------|
|               | March 1 | Prev   | Year ago |
| Straits Times | 827.37  | 827.44 | 731.43   |

| SOUTH AFRICA |         |       |          |
|--------------|---------|-------|----------|
|              | March 1 | Prev  | Year ago |
| Gold Ind     | 778.1   | 773.1 | 474.8    |
| Industrial   | 817.8   | 824.5 | 682.9    |

| SPAIN     |         |        |          |
|-----------|---------|--------|----------|
|           | March 1 | Prev   | Year ago |
| Madrid SE | 103.09  | 102.87 | 105.31   |

| SWEDEN |         |         |          |
|--------|---------|---------|----------|
|        | March 1 | Prev    | Year ago |
| J & P  | 1218.74 | 1248.24 | 610.65   |

| SWITZERLAND    |         |       |          |
|----------------|---------|-------|----------|
|                | March 1 | Prev  | Year ago |
| Swiss Bank Ind | 311.1   | 312.8 | 251.4    |

| GOLD (per ounce)         |          |          |          |
|--------------------------|----------|----------|----------|
|                          | March 1  | Prev     | Year ago |
| London                   | \$418.50 | \$418.00 | \$418.00 |
| Frankfurt                | \$414.50 | \$409.50 | \$414.50 |
| Zurich                   | \$415.50 | \$410.50 | \$415.50 |
| Paris                    | \$418.52 | \$430.54 | \$418.52 |
| New York futures (March) | \$412.40 | \$400.50 | \$412.40 |

\* Indicates latest pre-close figure

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INTERNATIONAL FINANCIAL MARKETS  
REPORT



**Continued on Page 33**

6. Notice



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**Continued on Page 3**

Continued from Page 32

**Continued on Page 3**

a-dividend (see extrajst) b-annual rate of dividend paid stock dividend c-liquidating dividend d-called d-new year's low e-dividend declared or paid in preceding 12 months, g-dividend in Canadian form, Subject to 15% non-residence tax, h-dividend in form of stock dividend i-dividend declared and paid this year omitted, deferred, or no action taken at latest dividend meeting j-dividend declared or paid this year, an accumulative issue with dividends in arrears k-new issue in the form of dividend l-dividend in form of stock dividend m-dividend declared and paid in preceding 12 months, plus stock dividend n-stock split. Dividends begin with date of split o-split sales p-split sales in preceding 12 months, estimated cash value q-dividend or ex-dividend of common stock r-trading leading to bankruptcy or receivership or being reorganised under the Bankruptcy Act, or securities assumed by such companies w-when distributed w-when issued, w-when received x-dividend or stock dividend y-dividend and sales in full without warrants z-dividend and sales in full, y-z-sales in full.







## COMMODITIES AND AGRICULTURE

Cocoa rally cancels  
£25 Monday fall

BY RICHARD MOONEY

COCOA LED a general rally in London soft (non-metal) commodity markets yesterday as falls sustained in the wake of Monday's gold price collapse were eliminated.

With gold steadier, the fundamental "bullish" sentiment of cocoa traders was able to regain control of the market and the May position's £25 fall on Monday was more than wiped out.

The closing quotation was £130.50 a tonne, up 245 on the day. But the price was still 57 below the 34-month peak reached early this month.

The underlying strength of the cocoa market derives from general expectations of a supply/demand deficit of up to 100,000 tonnes this season.

This would be the first deficit since the 1976/77 season. Also aiding sentiment has been the fact that most West African cocoa producing countries are either sold or holding out for higher prices, dealers said.

New reports of Chinese buyers in Malaysia market helped natural rubber futures to regain a large part of Monday's losses. The May position, which fell £20.50 on Monday, rose £14 yesterday to £707.50 a tonne.

On the London physical

market the RSS No. 1 spot price recouped Monday's 2p loss to 7 1/2 p.

The strength of cocoa and rubber also encouraged a rise in coffee prices. The May futures position, which fell 2p on Monday, closed £25 higher at £1,049.50 a tonne. In the absence of any fresh fundamental coffee news, dealers said they expected the market to continue to reflect outside factors.

The pattern was less marked on the sugar market with the August quotation regaining 20p of Monday's £4.00 decline to end the day at £118.125 a tonne.

In Lima, Sr Mirko Curuliza, the Peruvian Agriculture Minister, said his country would have to buy about 30,000 tonnes of sugar on the world market to make up for losses caused by recent torrential rains in its northern regions.

World 1982-83 sugar production is expected to exceed consumption by 6.2m tonnes (raw value) against 10.3m in 1981-82, Mr Trevor Robinson, commodity research head at London sugar dealer E. D. and F. Man, said yesterday, reports Reuters.

Quiet start  
for sugar  
traded  
options

By Our Commodities Staff

LONDON'S traded options contract in raw sugar started predictably quietly yesterday. Only two lots were traded during the day.

Business was confined to call options at premiums of £10 and £11 in August at a £120 striking price just after the opening when August futures were quoted at just under £119 a tonne. Most put options were unquoted while December and March options were untraded.

Previous London option trading has been confined to non-transferable options. Dealers hope the sugar traded options will offer greater flexibility.

THE IRISH Dairy Board may take the Irish to the European Court over a claim that dairy products prices are unfairly subsidised by excessive profits on liquid milk. Mr Brian Joyce, the board's chief executive, claimed in London yesterday that Ireland was losing £30m worth of exports a year.

● EVIDENCE of new consumer demand for tungsten suggests that real consumption is running ahead of availability, says the primary Tungsten Association.

● THE FUTURE of Britain's rarest sheep breed, the Portland, now down to only 80 breeding ewes—has been safeguarded by arrangements between the Rare Breeds Trust and Ciba-Geigy.

● FUNGUS has infested more than 1,000 hectares of rice in the Philippines. No estimate of damage is available yet.

● SOVIET FARMS have fallen far behind in preparing soil chemically for planting spring crops. Soviet leaders have said in the past blamed poor fertilising for a series of disappointing grain harvests.

## Farmers question validity of Ministry income figures

Richard Mooney looks at the realities behind the statistics

THE MINISTRY of Agriculture's announcement last week that British farmers' incomes rose 45 per cent last year brought a predictable response from the country's recession-hit populace.

The public outcry against the "leather-binding" of farmers has been matched, however, by a chorus of disbelief from farmers in many sectors.

In particular, the figure has come as a shock to pig producers, who claim that things are so bad in their market that they need special Government aid to keep them afloat.

The 45 per cent figure is based on net farming income. On a pre-interest basis the rise is 35 per cent, and if labour and rent charges are ignored as well the rise is reduced to 21.9 per cent.

This "net product" basis was used by the European Commission in calculating the estimated change in national farm incomes of EEC members last month. At 21.5 per cent its figure for the UK rise accords closely with the Ministry figure.

This puts the UK around the middle of the EEC price table, which is headed by Denmark with a 38 per cent rise and topped by the Netherlands with a rise of only 9 per cent.

The Ministry of Agriculture

White Paper does not give a sectoral split for estimated 1982 income increases but it does include a section giving the changes between the 1980-81 and 1981-82 seasons.

This contains some even more alarming figures, none more so than the 454 per cent rise in the earnings of lowland livestock farmers in Northern Ireland. Closer inspection reveals, however, that farms in this sector managed to earn £703 on average in 1980-81 and last year's giant rise took the average to £12,586.

All the 100 per cent plus increases registered in this section refer to farms in Northern Ireland and Scotland, which had far from happy times in 1980-81.

The bulk of UK farmers admit they did have a good year in 1982. But they are quick to point out their earnings were in real terms still 30 per cent below the bumper returns received in 1976.

Last year's improvement was aided, they say, by 10.7 per cent rise in EEC guarantee prices, falling interest rates and further productivity improvements.

But by general agreement the best year was the year was the weather. Near-perfect conditions brought a record cereals

harvest, bumper dairy yields, reduced livestock feeding costs and an early lambing.

Mr John Maiklem, who keeps 140 dairy cows in Sussex, thought the Ministry's 45 per cent figure was probably a fair reflection of his profits increase in 1982. "But a 45 per cent increase on what I made in 1981 is still not very impressive," he said.

Mr Maiklem said he made a loss in 1980-81, which was a "disastrous" year for silage making, and had to borrow heavily. A small profit in the following year was due mainly to allowance for stock appreciation and the 1982 rise left him with a very, very modest profit, he said.

"I'd be better off selling up and putting the money into gilt-edged stock."

Mr Sydney Fawcett, who breeds lambs from a flock of 800 ewes in Yorkshire, had the best lambing he could remember, but he still thought his profit was up by only about 5 per cent. "I was burdened with debts incurred after lamb production had been hit by the hard winter of 1979."

Last year was the first in which the ewe lamb price guarantee had been felt and Mr Fawcett thought this was not

before time. "Until recently we had always been bottom of the farming pile."

The benefit from last year's weather was cereals, but Mr Colin Passmore, who grows 800 acres of wheat and barley on the South Downs, thought his profit was only up by about 20 per cent.

Apart from the weather his return had been helped by lower oil and fertiliser prices and reduced interest charges. "I am glad to see my income rising by up to 50 per cent a year," said Mr Passmore. "Normally the trend averages out but last year it seems everybody had a good year at once."

One farmer who would not agree with this statement is Mr Jim Blanchard, who runs a 10,000-head-a-year pig unit in Oxfordshire.

He said 1982 had promised to be a losing year. "But everything started to go wrong since November." With market prices down about 10p a kilo and feed costs up 10p a tonne, he said, the sector was losing money, he claimed.

Stirling's weakness had put the sector in a bad position, such as topica of the market forcing exporters to use expensive EEC barley.

## ESTIMATED INCOME RISES FOR

EEC FARMERS IN 1982

|             |        |
|-------------|--------|
| Denmark     | +13%   |
| France      | +25.5% |
| Germany     | +24%   |
| UK          | +21.5% |
| Ireland     | +17.4% |
| Belgium     | +10.2% |
| Netherlands | +9%    |

Source: EEC Commission

Figures based on net farm income

before interest, labour and rent charges.

Meanwhile the hot weather and plentiful lamb supplies had cut pork consumption. "Returns were definitely well down in 1982," Mr Blanchard said.

According to Mr Basil Carver of Devon, things have not been any better in the eggs and poultry sector. He estimated he made only £200 last year out of the 130,000 pullets reared in his unit instead of the targeted £1,500. "Egg production was also losing money," he said. Size three eggs were fetching about 29p a dozen at the farm gate against total production costs of 47p a dozen.

He thought the sector was experiencing its worst losses for at least 20 years and that many operators were nearing bankruptcy.

Annual Review of Agriculture 1983, HMSO, price £3.55.

## Base metals revival

BY OUR COMMODITIES STAFF

99.2m in 1981-82 while consumable metals prices staged a modest recovery yesterday following Monday's sharp declines.

Once again the performance of gold was the dominant influence and an early decline in line with the overnight U.S. trend was mirrored in the copper market.

As gold recovered, however, copper followed, until it met heavy selling at the highs. By

the close cash high grade copper, which had lost \$44.50 on Monday, was quoted £2 up at the day at \$1,094 a tonne.

The price was also helped by an increase in the Penang price which was believed to be on account of International Tin Agreement buffer stock buying.

Zinc prices followed the trend in copper and gold to end \$2.50 up on the day for cash metal at \$440.50 a tonne. But lead lost another \$9.25

## Guernsey growers switch to heavy oil

FINANCIAL TIMES REPORTER

MORE THAN 40 Guernsey growers have switched to heavy fuel oil (3,500/4,000 sec) for calculating the estimated change in national farm incomes of EEC members last month. At 21.5 per cent its figure for the UK rise accords closely with the Ministry figure.

This puts the UK around the middle of the EEC price table, which is headed by Denmark with a 38 per cent rise and topped by the Netherlands with a rise of only 9 per cent.

The Ministry of Agriculture

import and market the heavy oil.

The venture is being backed by four merchant banks and is being mounted with the assistance of Total Great Britain's local subsidiary, Total (Sarnia).

The companies supplying Guernsey's horticultural industry have always insisted that heavy oil was unsuitable for the island's glasshouses and have been

unwilling to make any arrangements to import it.

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## Aid for Mozambique

BY OUR OWN CORRESPONDENT

ZIMBABWE HAS offered 25,000 tonnes of maize to Mozambique to help alleviate the effects of drought.

The gift was announced in a message from Prime Minister Robert Mugabe to President Samora Machel. It was delivered by Zimbabwean Minister of State Emerson Mungamwa.

Last month Mozambican authorities asked for international aid to help 4m

Mozambicans who are suffering the effects of the worst drought in 50 years.

After receiving the message, President Samora said the Zimbabwean gift was particularly significant because Zimbabwe is also suffering from drought.

The Mozambican leader thanked the people of Zimbabwe for their government for "sharing at this moment the suffering of our people

## PRICE CHANGES

| In tonnes unless stated otherwise | Mar. 1 1983 | + or - | Month ago |
|-----------------------------------|-------------|--------|-----------|
| Aluminium                         | £210.615    | -      | £210.615  |
| Free mkt.                         | £118.125    | -      | £118.125  |
| Cash high grade                   | £1,094      | +2     | £1,092    |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash low grade                    | £1,094.50   | +7.5   | £1,087.00 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash tin                          | £2,743.50   | -      | £2,743.50 |
| 5 months                          | £2,743.50   | -      | £2,743.50 |
| Cash lead                         | £2,743.50   | -      | £2,743.50 |
| 5 months                          | £2,743.50   | -      | £2,743.50 |
| Cash zinc                         | £440.50     | +2.5   | £438.00   |
| 5 months                          | £440.50     | +2.5   | £438.00   |
| Cash copper                       | £1,094      | +2     | £1,092    |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash nickel                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash silver                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash gold                         | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash platinum                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash palladium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash rhodium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash iridium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash osmium                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash ruthenium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash cobalt                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash vanadium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash niobium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash tantalum                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash molybdenum                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash selenium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash tellurium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash boron                        | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash magnesium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash calcium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash strontium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash barium                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash lanthanum                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash cerium                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash praseodymium                 | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash neodymium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash promethium                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash samarium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash europium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash gadolinium                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash terbium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash dysprosium                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash holmium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash erbium                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash thulium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash ytterbium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash lutetium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash hafnium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash tantalum                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash niobium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash molybdenum                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash selenium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash tellurium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash boron                        | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash magnesium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash calcium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash strontium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash barium                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash lanthanum                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash cerium                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash praseodymium                 | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash neodymium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash promethium                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash samarium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash europium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash gadolinium                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash terbium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash dysprosium                   | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash holmium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash erbium                       | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash thulium                      | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash ytterbium                    | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |
| Cash lutetium                     | £1,117.75   | +5.5   | £1,112.25 |
| 5 months                          | £1,117.75   | +5.5   | £1,112.25 |

LONDON OIL  
SPOT PRICES

| Label                      | Change       |
|----------------------------|--------------|
| CRUDE OIL—FOB (per barrel) |              |
| Arabian Light              | £8.50-8.55   |
| Iranian Light              | £8.50-8.55   |
| North Sea (Forties)        | £7.75-7.80   |
| North Sea (Brent)          | £7.75-7.80   |
| African/Brazil             | £7.75-7.80   |
| PRODUCTS—North West Europe |              |
| Gas oil                    | £23.50-23.55 |
| Gas oil                    | £23.50-23.55 |
| Heavy fuel oil             | £23.50-23.55 |

## GOLD MARKETS

Gold rose \$5 to \$418.419 in calmer trading on the London bullion market. The metal fell to \$390 in Hong Kong, but recovered towards the close, and opened in London, quite firm at \$405-405. This was the lowest level of the day, however, and gold soon advanced to \$414.50 at the morning fixing. It was fixed at \$414.00 in the afternoon, and touched a peak during the day of \$414.50.

In Frankfurt the 12 1/2 kilo gold bar was fixed at DM 32,480 per kilo (\$413.70 per ounce), compared with DM 32,480 (\$413.70) on Monday.

In Paris the 12 1/2 kilo gold bar was fixed at FF 85,000 (\$418.52) in the morning, compared with FF 85,000 (\$418.52) on Monday.

## BRITISH COMMODITY MARKETS

BASE METALS







## OIL AND GAS—Continued

|     | High   | Low   | Stock              | Price | Chg | De     | Stk   | Chg |
|-----|--------|-------|--------------------|-------|-----|--------|-------|-----|
| 107 | 22 1/2 | 3 1/4 | Michigan S. & N.W. | 128   | -3  | 85     | 2 1/2 | 1   |
| 108 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 109 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 110 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 111 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 112 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 113 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 114 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 115 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 116 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 117 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 118 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 119 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 120 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 121 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 122 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 123 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 124 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 125 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 126 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 127 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 128 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 129 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 130 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 131 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 132 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 133 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 134 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 135 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 136 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 137 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 138 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 139 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 140 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 141 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 142 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 143 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 144 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 145 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 146 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 147 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 148 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 149 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 150 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 151 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 152 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 153 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 154 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 155 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 156 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 157 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 158 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 159 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 160 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 161 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 162 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 163 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 164 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 165 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 166 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 167 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 168 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 169 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 170 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 171 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 172 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 173 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 174 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 175 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 176 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 177 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 178 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 179 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 180 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 181 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 182 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 183 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 184 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 185 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 186 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 187 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 188 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 189 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 190 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 191 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 192 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 193 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 194 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 195 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 196 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 197 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 198 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 199 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 200 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 201 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 202 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 203 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 204 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 205 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 206 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 207 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 208 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 209 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 210 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 211 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 212 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 213 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 214 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 215 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 216 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 217 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 218 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 219 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 220 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 221 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 222 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 223 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 224 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 225 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 226 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 227 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 228 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 229 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 230 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 231 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 232 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 233 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 234 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 235 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 236 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 237 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 238 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 239 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 240 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 241 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 242 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 243 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 244 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 245 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 246 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 247 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 | 18 1/2 | 1 1/2 | 1   |
| 248 | 17 1/2 | 1 1/2 | Do. Ry. N. W.      | 170   | -10 |        |       |     |

[illegible]



